

CAR Builders

2015

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or buy a kit

Step-by-step instructions

HOW TO BUILD A CAR



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CAR Bust-

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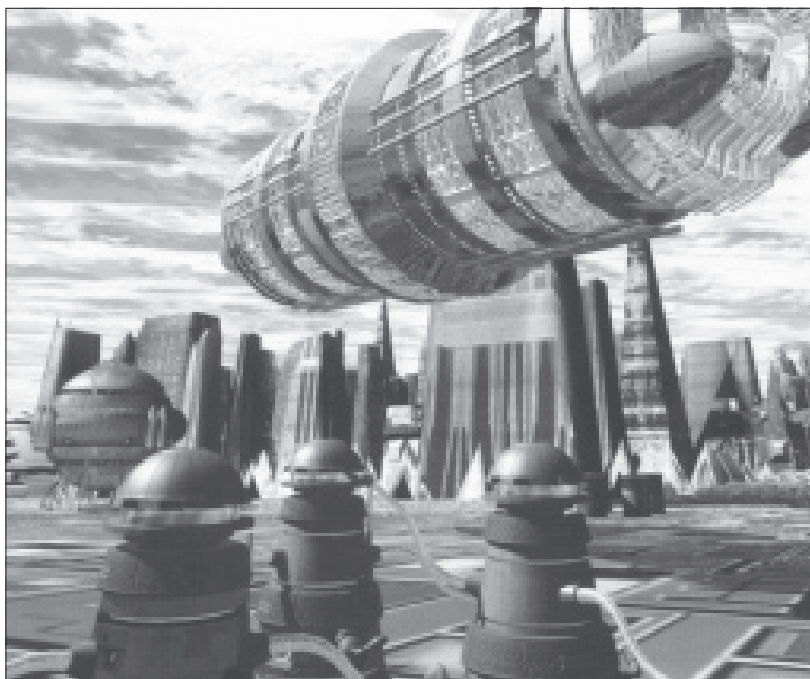
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Front cover: Drawing from art competition "My
Town, My Street Without Cars" by Class 4B, Velká
Biteš elementary school.

Back cover: World Car-Free Days
2002 poster by Rajesh Dahiya.

A World We Wish to Live In



Ever stopped to dream about what your perfect town might be like? Perhaps somewhere to settle down... somewhere quiet and safe for the kids... a thriving cultural life... fresh, clean air? Well don't bring yourself back to the car-infested present yet—Car Busters has some suggestions for you. In this issue we present nine visions of future cities, each with a different way of addressing our little "problem." Abandoning technology, or cycling through the sky, different philosophies give you their take on the Better Life of Tomorrow. We also take a look at some of the potential downfalls of creating a car-free urban paradise—who gets to live there?—and at the very origins of design itself: Is urban design "the professionally planned encroachment on people's basic liberties in the name of their needs"? Is it possible to build our ideal city under the regime of design?

Now, here in the present again, it's time for you to take the lead: World Car-Free Days 2002 is upon us in September. We invite you to join activists worldwide in celebrating "Fifteen Days to End the Auto Age," uniting all the voices grumbling about cars all over the world into one big shout for that better world to start here and today. Get planning now!—and see pages 8-9 for more information...

The latest news is that congestion ain't such a bad thing after all, just mightily complicated, as you'll read in Studies and Reports. So does this mean it's possible that highways might save millions of lives each year? It's just as well we're here to explain all these things to you... Anything you'd like to explain to the world? Let us know by the end of August for issue 16, when we will be not talking about urban form any more. See you there!



Hast Du mal aufgehört zu träumen wie die perfekte Stadt aussehen könnte? Sich vielleicht irgendwo niederzulassen, wo es ruhig und sicher für Deine Kinder ist... mit reichem kulturellen Leben... wo es frische, saubere Luft noch gibt? Dann versuche nicht Dich in die autoverseuchte Gegenwart zurückzusetzen. Car Busters hat einige Vorschläge für Dich. In dieser Ausgabe präsentieren wir 9 Visionen von künftigen Städten, jede Vision mit einer anderen Lösungsvariante dieses kleinen "Problems."

Sollen wir auf Technologien verzichten, oder vielleicht durch den Himmel radeln, verschiedene Philosophien geben Dir ihre Perspektiven eines besseren Lebens von Morgen. Wir werden uns auch einige negative Aspekte eines autofreien und urbanen Paradies anschauen, wer kann dort leben? Und wir werden ebenfalls den Ursprung des Designs selbst berücksichtigen: Ist das urbane Design ein professionell geplanter Eingriff in die Basisfreiheiten der Menschen im Namen ihrer Bedürfnisse? Ist es überhaupt möglich unsere ideale Stadt unter dem Designregime aufzubauen?

Und nun, zurück in der Gegenwart, ist es an der Zeit Dein Schicksal in Deine eigenen Hände zu nehmen: Die weltweiten autofreien Tage 2002 werden im September stattfinden. Wir möchten Dich einladen, mit KollegenInnen und AktivistInnen aus der ganzen Welt bei dem Event "15 Tage um die Autozeit zu stoppen" mitzumachen und alle Stimmen, die gegen die Autokultur vor sich hinschimpfen in einen lauten Schrei für eine bessere Welt hier und jetzt zu starten. Fang an zu planen, jetzt! Für mehr Infos siehe Seiten 8-9.

Die neuesten Berichte behaupten, dass die Staus eigentlich gar nicht so schlimm sind, nur etwas kompliziert. Mehr über diesem Thema kannst Du in der Sektion Studien und Berichte lesen. Bedeutet all das, dass die Autobahnen Millionen von Leben jedes Jahr retten können? Lass uns all diese Dinge in dieser Nummer für Dich erklären...

Möchtest du etwas für die Welt erklären? Schreib uns, bitte bis Ende August für die Nr. 16, in der wir von den urbanen Formen nicht mehr reden werden. Wir sehen uns also dort!



Alguna vez te has parado a pensar como sería tu ciudad ideal? Quizás algún lugar en el que hacerse viejo, un lugar tranquilo y seguro para los niños... con una gran vida cultural y un aire fresco y puro? No dejes todavía de soñar, Car Busters tiene algunas sugerencias para ti. En este número presentamos nueve visiones de ciudades del futuro, cada una con una manera diferente de resolver este pequeño problema. Abandonar la tecnología, cruzar el horizonte en bicicleta, aquí encontrarás diversas maneras de conseguir una vida mejor. También analizamos las posibles desventajas de crear un paraíso urbano libre de coches—quién consigue vivir ahí?—y los orígenes de su diseño: es el diseño urbano "la usurpación, planificada por profesionales, de las libertades básicas de la gente, en nombre de sus necesidades"? Es posible construir nuestra ciudad ideal a partir de un esquema diseñado?

Ahora, de nuevo en la realidad presente, te toca a ti poner tu granito de arena: Los Días Mundiales Sin Coche 2002 están a la vuelta de la esquina, ya en septiembre. Te invitamos a que te unas a activistas de todo el mundo para celebrar los "Quince Ultimos Días de la Era del Automóvil," uniendo todas las voces en protesta contra los coches en un sólo grito para conseguir un mundo mejor. Empieza a planearlo ahora!—ver páginas 8-9 para más información...

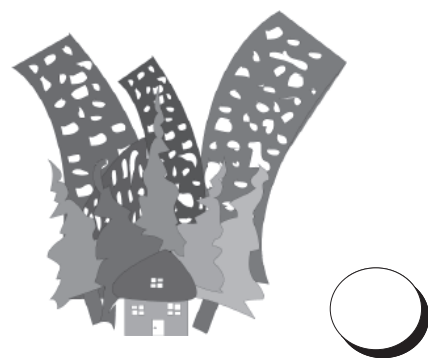
Las últimas noticias es que los atascos de tráfico no son verdaderamente perjudiciales, sólo ligeramente complicados, como leerás en Reportes. Pero evita esto que las autopistas se lleven millones de vida cada año? En este número discutiremos estos temas. Hay algo que tu quisieras discutir? Ponte en contacto con nosotros antes de finales de agosto para que tu contribución aparezca en el próximo Número 16. Hasta entonces!



La traduction française est fournie dans un supplément inséré dans tous les magazines destinés aux pays francophones. Contactez Car Busters si vous voulez le recevoir dans un pays non-francophone.



V české verzi tohoto časopisu nazvané Krotitelé Aut naleznete překlad hlavních článků, výběr z nejlepších zpráv, studií a dalších zajímavostí. Tentokrát vás vezmeme na prohlídku autaprostých míst budoucnosti.





Feeling alone with your opinion? Send a letter under 300 words, and we just might inflict it on all our readers.

Digital Doctoring

I think one of the best things you could do to evangelise a car-free society would be to take pictures of cities and to digitally doctor them so that they show how terrific it would be without cars. For example, Manhattan streets redone as parks, pedestrian walkways, public transport, rather than concrete, cabs, noise, pollution, danger. These pictures would be e-mailed around in each city. It's important to show actual alternatives. When people see the familiar places and are able to immediately say "yeah, that's a big improvement," then the hard part is done.

Another thing I think you should stress is that most cities have car-free areas or marketplaces, and these are often the best places in the whole city. You should have a catalogue of such places with lots of inviting pictures.

Chris Schumacher

Burlington, Vermont, USA

[Ed. note: Although we don't like the use of the word evangelise to describe our "mission," we very much like Chris' idea. However, we need your help here. If you have any such pictures, please contact us.]

America's First Car-Free City?

Hi, I am a motivated individual, working with friends to try and create the first car-free city in the US. We have been developing material for our <www.carfreecity.us> web site, as well as ideas for funding and design. We need other interested and motivated people to help us out—to do research, edit and review material and more. Please let me know if you want to help out at <carfreecity@yahoo.com>. Thanks so much.

David Ceaser

Berkeley, California, USA

Do Not Give Up

Totally agree with you about the car. I have three small children and have narrowly missed having one or more squashed by one of these monstrosities many times. And that is just one of the bad things about them—you know the rest better than me. We both swore we would never get a car but then did when my husband needed a car for work. Since then we have spent thousands of pounds for the privilege of driving a car and we have also paid another heavy price: our health has massively declined.

However, cars are very tempting when public transport is so bad. My local junior school is 1.5 miles away—not that easy to get to with three children under six in tow every morning. It takes over an hour to



This is not doctoring, we know. But showing real places might work just as well—Strædet in Copenhagen, Denmark, before 1989 and in 1992.

walk there and back or 50 and sometimes 80 minutes on the bus. Sometimes I make the eldest walk or bike while I push the other two in a pushchair, but I put up with a lot of whinging doing that (actually it is screaming, when it rains).

My husband says: "I put on a stone of fat for every year I have been driving" and I developed a bad back. My aim is not to drive at all. Since January of this year I have not been using the car to get to work, my backache has gone, and I am slowly getting back into training.

Rachael Babar

Todmorden, W. Yorkshire, England

[Ed. note: Rachael later wrote: "Since writing the letter, we have decided to sell our car as the disadvantages outweigh the advantages." Congratulations! And may we suggest a covered bike trailer for the kids?]

Dependent on "Freedom"

I feel we as Americans enjoy most of our freedom through the use of automobiles. Trains, taxis, etc. do not go everywhere I or most other Americans want to go in their leisure time. For every place mass transit takes us, I can give you a dozen places that mass transit will not take us, not to mention at my choice of time. Imagine taking a train camping, or a taxi with your dirt bike to the desert. I hope this is a little picture into the reason we as Free Americans will always need cars as long as we are truly free.

A Truly Free American

Clay Weaver, USA

If You Plant Just One Tree...

I left New York City in September 2001 on a cross-country bicycle trip to raise awareness for this clean and safe form of transport. After reading about the tens of thousands of deaths, the diseases and wildlife destruction, I could not sit back anymore. I was amazed as I travelled through city after city, seeing exactly the same thing. Exurban homes

would greet me with their monotonous emptiness, then the ring of McDonalds, Wal-Marts, gas stations and mini-malls would shout to me buy, buy, buy! Finally I would reach the town's main street which was often crumbling and neglected.

Whether the Northwest, the Midwest or the desert, USA has become one vast suburb filled with big-box retailers. In between these cookie-cutter metropolises stand vast plains of...nothing. Either factory farms or tree cutting have turned America's wilderness into empty stretches with little more than grass and a few hardy trees. I was never, in fact, able to witness the changing of the foliage, because there simply was no foliage left to see.

Upon arriving in Los Angeles, I met a friend of mine from childhood who was grieving for his father. He had been killed (you guessed it) in an auto crash. Please take this as a warning to care for and improve your city. If you plant just one tree, you have made a world of difference.

Aaron M. Tarfman

New York, USA

Wandering Stranger

I've been wandering around Canadian cities feeling like a stranger in a stranger-than-strange land and then I heard about you. Up to now I've only tried to set an example by walking as fluidly and efficiently and demonstrably comfortable as possible, with a shade of indignance thrown in, in the pathetic belief that I can make a difference only to discover that chicks in cars attempt to pick me up, probably to drive me to a secluded area to rough me up, as near as I can figure, for casting aspersions on their choice of transport. That's when they discovered I can run, too!

Feeling good and looking good,

Alin Lewis

Courtenay, BC, Canada

"Anyone who, at the age of 29, still uses public transport should consider themselves a failure."

- Margaret Thatcher, former UK Prime Minister



CAR CULT REVIEW

A Walking Endorsement

Car fanatic Natalie Elliott, of Seaford, UK, was so fed up of her real surname she changed it—to Subaru-Impreza. And she can't even drive.

Natalie, 22, paid £41.13 to solicitors to officially have her surname changed by deed poll, which now adorns everything from her chequebooks to her bank cards.

When she split from her husband of two years, Natalie decided not to revert back to her maiden name, Luffman, which was the focus of merciless jokes when she was at school. Instead, mother-of-one Natalie wanted something a bit racy so plumped for her favourite £13,000 sports car.

She said: "I wanted something different, something that would stand out from all the other names. My friends and I were talking one day and I said I wouldn't mind being called Subaru Impreza."

Within two days, official confirmation of her name change arrived by post from her solicitors to the disbelief of her family.

"My family think I'm totally mad. They refused to believe me at first until I showed them all my bank cards and chequebook. Now they've come to accept it."

Her father, Cedric Luffman, 63, said: "I think it's a bit strange but she's an adult now and can do what she likes. I must admit she is an attention seeker but I didn't think she would go this far."

- Brighton and Hove Evening Argus, <www.thisisbrighton.co.uk>, April 19

They Start Young Nowadays

It was time to go to school, so the second-grader grabbed his mother's car keys and drove himself there.

The eight-year-old drove their 2002 Hyundai one-and-a-half miles from his home on Sycamore Avenue in Antioch, Cal-ifornia, to school the morning of May 14.

The Antioch police cited the eight-year-

old for driving without a license. Asked how he managed to arrive safely at Fremont Elementary School, even driving through a construction zone, the 54-pound boy who hovers around four feet tall said he "was still trying to figure that out."

"He's a neat little kid, but he's short; he is one of my shorter kids. I can't understand how he can see out the window and drive at the same time," said his teacher, Jeannie Trammel.

"I scooted my seat up," the boy said.

The boy's case will be forwarded to juvenile probation, which is standard procedure. Because no one was injured, the boy's mother was not cited and most likely will not be, said police Sgt. Pat Welch.

Police could not explain how the boy learned to drive.

- Contra Costa Times, May 17

That's Advertising!

Dana Fisher is a visiting scholar at Columbia University, USA, studying global environmental change. In her words "vehicle travel per capita is the strongest predictor of CO₂ emissions per capita." In other words, individuals driving cars are the biggest culprits in global warming.

While buying a drink one day in Herald Square, she consented to be considered for a New York Lotto ad campaign: her picture was taken, and a quote about what she'd do with a million dollars was solicited. Fisher wrote on a sheet of paper, "Establish a foundation that would deal with global environmental issues."

"I remember thinking, maybe they'll pick me, just because I had this very altruistic, socially responsible answer."

And this was the last she heard of it until her face showed up on a bus stop, proclaiming that with a million dollars she'd buy a car and a cute driver to go with it.

The woman at the ad agency, DDB Worldwide, said "Oh, we didn't use almost anybody's quote, and you signed a release." Then she said, "That's advertising!"

This was news to the Lotto people. A spokeswoman for the Lottery said that the quotes were meant to be "one hundred percent" real: "That's what makes the campaign the success it is—that every element of it is genuine."

Fisher just heard from the Lotto people again. They told her that DDB was going to send someone around the city to put a sticker bearing her real quote over the "car and a cute driver" line.

- The New Yorker, April 15
(thanks to Zed and Jym)

A Rich and Satisfying Aroma

Tom Rowlands of Houston was disappointed last year when the new-car smell in his family's Ford station wagon faded faster than he expected. Though he had banned french fries and gym shoes, the unmistakable scent of newness was gone just weeks after he drove off the dealer's lot.

"It's like, when the smell is gone, your new car is gone," he sighs.

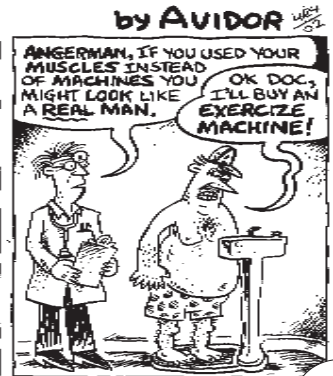
Research done in Australia (see Studies and Reports, p. 26) has confirmed that the Volatile Organic Chemicals (VOCs) which make up this smell frequently exceed health standards. So the search for a new new-car smell is on.

Jeff Rose is senior vice president of Global Product Technology and Development at Collins & Aikman Corp., manufacturers of car interiors. Mr. Rose conducted special aroma-training sessions for his staff with a kit he obtained from the wine industry. They spent weeks sniffing tiny bottles of smoky, leathery and nutty scents.

Some of the auto makers said they wanted as neutral a smell as possible. But that, too, was a puzzle. "You either smell something or you don't," notes Mr. Rose. Another problem: neutral might be perceived as sterile or, worse yet, stale. At the least, an olfactory wasteland would "lack richness," he says.

- The Wall Street Journal, April 18

ROADKILL BILL





Industry Watch

Digging the dirt on your favourite corporations

Modern Highways are Lifesavers

The 49th National Transportation Week in the US, organised by the American Road & Transportation Builders Association (ARTBA), was celebrated May 12-18. The National Transportation Week is a part of the "PRIDE in transportation construction" campaign of ARTBA. The aim of the campaign is to reduce the ignorance of the US public about transportation issues and clear some confusion caused by fluffy hippies of Sierra Club and other environmentalists.

A study funded by the PRIDE campaign, published nicely in time for the transportation week, revealed, for example, that highways actually save lives. The author of the study, Dr. William R. Buechner, ARTBA Vice President of Economics and Research, has calculated that every \$1 billion spent on highway improvements has saved \$2 billion in health care and other costs, prevented 1,400 premature deaths and nearly 50,000 injuries. The study reports that public investment in the 46,000-mile Interstate Highway System and other highway improvements over the past 40 years have helped save an estimated two million lives, or roughly the population

of Miami, Florida.

Although Dr. Buechner unquestionably has a point here since driving on high-ways is obviously safer than driving in cities as there are fewer people to drive over, their study seems to suggest that "the more money you put to car infrastructure, the healthier we will be." Still not convinced?

- <www.artba.org> and
< w w w .

ntweek.org>

Back Seat Drivers in US Politics

"The Coalition for Vehicle Choice (CVC) is a non-profit organisation created to preserve the freedom of Americans to choose motor vehicles that meet their needs and their freedom to travel," says the web site <www.vehiclechoice.org>. CVC was created in 1991 by PR-company Bonner and Associates to fight against auto emission reductions discussed back then.

The coalition is probably the most influential group exclusively working on promoting the automobile industry. It was officially founded by the Motor Vehicle Manufacturers of America, the National Automobile Dealers Association and the Association of International Automobile Manufacturers. However, as has become trendy in wise-use strategy during the last decade or so, CVC tries to give the impression of being operated by "ordinary people." On their web site, for example, amateur web aesthetics are successfully used to create a do-it-yourself atmosphere.

The budget of CVC was \$2.23 million in 1992. This funding is reported as almost completely (\$2.18 million) "direct public support," every penny of which came from General Motors, Ford and DaimlerChrysler. These companies are, by revenue, the three biggest car manufacturers in the world, and all are ex-members of the discredited industry group, the Global Climate Coalition. The group gained an extremely bad reputation during the '90s for its strategy of completely denying the near scientific consensus

about global warming. (Another interesting group working on this field is Greening Earth Society, formed by Western Fuels Association. Their claim is that global warming is luckily real, as it will actually make the world greener and nicer, making it easier to grow food, etc. See <www.greeningearthsociety.org>.)

The Coalition for Vehicle Choice generally promotes the "choice" to drive large, heavy, "safer" gas guzzlers, which have a high profit margin for automobile companies at the expense of cleaner air. (News just in: SUVs and light trucks outsold normal passenger cars in the US for the first time in 2001.) The organisation played an important role in watering down the US Fuel Efficiency Act last March. Naturally, CVC also opposes US ratification of the Kyoto treaty on global warming.

- <www.ewg.org/dirtymoney>,
<www.vehiclechoice.org>

US Gets Off the Ground?

Most of those 5,415 American airports built by American Road & Transportation Builders Association members are small and underutilised. The US National Aeronautics and Space Administration (NASA) is developing a scheme, the Small Aircraft Transportation System (SATS) that would create effective uses for them, and thus obviously create pressure for building more. The project aims to build a transportation system based on small private aeroplanes that would be affordable by upper middle-class Americans. An aircraft for four to ten passengers would cost up to \$130,000—about the price of a luxury car.

One main company developing personal aeroplanes is Eclipse Aviation. Although their Eclipse 500 is still way too expensive for an average American and will not be ready for at least two more years, more than 1,000 planes have already been sold.

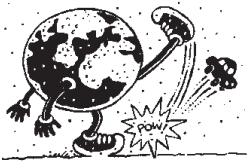
The SATS project will cost \$40 million and last for five years. The governmental money and time will be spent mostly on development of a new and safe aviation control system for personal flights.

The system is not meant to replace any existing transportation system, and NASA itself questioned its usefulness. Anyhow it serves a nice purpose of creating more needs for people. Maybe in a few decades time an American who doesn't have his own aeroplane will be considered a second-class citizen.

- Helsingin Sanomat, June 6



More roads = fewer of these. It's obvious, isn't it? denying



You wouldn't believe some of the things people get up to. If your action report doesn't appear here, then make sure it will next time. Contact details inside front cover.

Hats Off!

My hat goes off to whoever adulterated the Cadillac billboards on Chicago's Milwaukee Avenue just south of the 90/94 bridge to read "Cars Suck." Seeing that makes every drop of sweat on this morning's ride worth it.

- Jim Redd

See more of the adulterated billboards at <www.chicagocriticalmass.org>.

Surprise for GM

Using Charter Revocation Notices, the war on SUVs (sport-utility vehicles) takes a step towards General Motors dealerships. Apparently a new tactic has started among "taggers" (in this case people who put bumper stickers with phrases such as "I'm changing the environment—ask me how" on SUVs) that is shaking up SUV dealer-ships. In the middle of the night, these taggers have taken to going into large dealerships, tagging many SUVs at once. Tagging has become almost a counter-culture among some activists after recent votes in the US Senate failed to initiate tougher standards on fuel efficiency. What's different now, however, is that instead of just costing dealerships money, the taggers have included a new strategy as well.

"You can go to adbusters.com and download these 'Charter Revocation Notices' to fill out and put on the doors to the dealership. It really freaks the shit out of these guys!" said one tagger who wished not to be identified.

Courts have the power to revoke corporate charters when a corporation operating in a state is deemed to have betrayed public interest. While this is a fairly rare practice in the United States, Adbusters has provided forms on-line for people to download and use themselves. The person questioned claimed to know people from Seattle to Florida who tag, and says that they've begun employing this new technique as well. "We hit every kind of SUV, but we figure since all the netfreaks wanna hit GM, we might as well back 'em up."

See <www.changingthecclimate.com> for tagging examples. For more information on revoking corporate charters and a



downloadable form, go to <adbusters.org/campaigns/corporate/culturejam/charter>.

- Indymedia, April 30

Activists Invade Shell Conference

Activists took the stage at a Shell Oil conference in Lisbon on May 28 to uncover the oil giant's multiple environmental and human rights crimes. At the conference in the Universidade Catolica, Shell Vice-President Ged Davis had his speech interrupted by activists dressed as Pinocchio. Protesters from the environmental organisation GAIA burst into the conference during the speech and marched onto the stage, before speaking to the conference themselves. After explaining how Shell is hiding their sins behind a blaze of advertising, the activists asked the people attending the conference to leave with them, before walking out. No one left.

Displaying a banner reading "We Want the Truth!", the activists listed Shell's failings, including the company's growing role in fueling climate change. Although Shell claims to be reducing its CO₂ emissions, the amount of carbon dioxide produced by Shell's oil exceeds that produced by Brazil. Shell's own reports boast of its intention to massively increase oil production in the coming years. The protesters also pointed out Shell's appalling human rights record.

- GAIA

First Critical Mass

Ride in Moscow

On June 12 a first Critical Mass ride was held in Moscow to coincide with Independence Day, which was nicknamed Day of Independence from Cars. Only 25 people turned out, but still most of the participants seemed to have a positive attitude towards the new initiative.

A lot of discussion preceded the Critical Mass ride, as there were violent riots by football fans in the center of Moscow on June 9, which led to one murder and a lot of injuries, and there was a lot of fear that police would disperse any "illegal assembly." Fortunately, traffic and regular police paid no attention at all to the ride, although Russian traffic rules prohibit any collective rides of more than ten cyclists in one line without police escort. The Critical Mass rode through the centre of the city, rather chaotically mode at times, as the participants seem to have not read properly the leaflets that described the proposed route and the recommendations for the ride. But all in all the ride was OK.

The first ride was rather low profile, as we only distributed leaflets describing principles of the Critical Mass and criticising heavy car traffic in Moscow. Special leaflets to car drivers were also distributed, urging the drivers to pay more attention to cyclists and pedestrians and leave cars at home as often as possible. So far we have agreed to have regular monthly Critical Mass rides on the last Friday of each month. We are happy to get Moscow on the list of cities that have their own Critical Mass ride now and hope it will become regular. We also plan to participate in World Car-Free Days.

- Mikhail Tsovma

Check out <<http://crit-mass.by.ru>>.



It's that time of year again...

Extended!

World Car-Free Days 2002

FIFTEEN DAYS TO END THE AUTO-AGE

For a third glorious year Car Busters invites you to an international celebration of Car-Freedom. Be part of the event that has so far seen actions in every continent of the world (bar Antarctica, which is mostly car-free anyway, at least until global warming really kicks in) in the last two years. It's time once again to get out on the streets and show the world how much better they might be if they were cleaner, quieter, safer and fewer.



Fifteen days are better than one...

When should a car-free day be? The same date every year, like the EU car-free day, or sticking with a weekday to make sure we reach people? Well, it's your choice now. Two weeks of actions for the same cause, we can have the global impact without everyone having to organise themselves to meet the same day. And World Car-Free Days takes in a number of dates which are worth commemorating:

It all starts with the anniversary of North America's first car fatality (Henry Bliss, New York City, 1899). A campaign started up in 1999 to commemorate the 100th anniversary of this occasion and the millions who have died on the road since, with vigils being held in 22 cities across the US. The campaign calls for a nationwide minute of silence at 5:30 pm, the approximate time at which Bliss was hit as he descended from a streetcar. The web site <www.rememberbliss.org> has details of the events and vigils of the last years.

The next date is September 22, the European Car-Free Day, which has taken place annually since 2000. The event is subtitled "In Town Without My Car" and is part of European Mobility Week, which has other days devoted to Public Transport,

Sept 13: Anniversary of North America's first car fatality
Sept 22: European Union "In Town Without My Car" day
Sept 23: Anniversary of the groundbreaking of the first Autobahn
Sept 25: Critical Mass's 10th Birthday
Sept 27: Critical Mass and International Car Funeral

Cycling, and Living Streets/Greenways. "In Town Without My Car" falls on a Sunday this year, guaranteeing minimal disturbance to business, which is what the EU seems to like. Positive, non-critical (and non-compulsory) demonstrations of civic goodwill are the order of the day. Like the saying goes "never doubt that a moderate number of non-critical demonstrations of civic goodwill can change the world..." But since a number of the more progressive European cities will be participating, this is a good chance to either show up those who aren't, or use the space to push for more radical moves in those that are.

On a more negative note, the next day, September 23, was the day of Hitler's ground-breaking of the first automobile-only road (autobahn) in 1933. This was when the car was given its first taste of freedom, on a road where nothing else could possibly hinder it, in the name of building German unity. Since then, all nations of the "developed" world have spent countless billions on developing car-only highways, and the linking of mobility with empire continues to see eerie echoes in the EU's road building programme.

And the Days end with the most successful

mass cry against car culture that there has ever been. September 25 is the tenth anniversary of the first Critical Mass bicycle ride.



It started in San Francisco, 1992, with cyclists taking a stand against automobile hegemony on our streets to make the point "We're not blocking traffic, we are traffic!" The event has since taken place in hundreds of cities worldwide and continues to be one of the most effective and widespread leaderless movements in history, occurring regularly in cities from London to Tel Aviv. The traditional date for Critical Mass is the last Friday of the month, which is September 27, bringing the Car-Free Days to a suitable conclusion.

And just look what we've got for you...

Autoholics Anonymous

This year, why not take in and care for the poor car-dependent souls in your area? We've devised a secular 12-step Autoholics Anonymous programme that just might help wean them off their dangerous and filthy habits. Get them to sign a Car-Free Pledge for the two weeks, and then try to help them through their period of abstinence with a supportive seminar or two. If you can recruit autoholics in your area, we can provide you with the pledges, the 12-step programme and plans for seminars which can be adapted as you like to suit your situations. The seminar could be open, in a public place, or in private to allow the embarrassed motorists some anonymity. Help them to find out how much they're saving by abstaining for two weeks, both



from their pocket and the air that we breathe.

Dancing on the Grave of the Auto Age

Here's one action idea we're hoping will be taken up and done around the world: Close World Car-Free Days with a symbolic funeral for the auto age. It could be a huge procession, a focus for your Critical Mass, or a simple small vigil, but on September 27, we'd like to see the death of the car being celebrated (or at least sarcastically mourned) in countries all over the world. You could adapt from the way your culture remembers its dead: maybe build a funeral pyre and sacrifice a cardboard car, push one out on a river or sea, or just bury a toy car in a park with a modest gravestone. And then eat, drink and be merry, in the knowledge that people are backing you up all over the world.

Resources

The back cover of this magazine doubles up as your full-colour World Car-Free Days poster. We can provide a pack with stickers, A3-sized posters, sample press releases and Autoholics Anonymous regalia if you're planning to hold an event. Let us know how you'll be taking part—there's a form on the web site at <www.carbusters.org/carfreeday/>, or you can send us an e-mail or cut out the coupon at the bottom of this page and send it in. If you'd like to receive action materials from us, we'd really appreciate a donation toward the cost of postage. The web site also has downloadable logos as well as all the other resources, plus a list of all the groups that have so far told us that they will be planning action. So please let us know what you're planning for your area, so we can let others know and build support for your event through the internet and national and international media. We've set up an on-line discussion forum at <www.carbusters.org/phorum.htm>, for planning, announcing and reporting on actions.

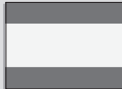
And let's get planning now to make World Car-Free Days explode across the world in September. Please, stay in touch with us, let us know how your event goes, and if there's anything we might be able to do to make your event easier or better, let us know—it's what we're here for. n



Deutsch

Weltweite autofreie Tage 2002

13.-27. September: 15 Tage um die Autozeit zu beenden
Zum dritten Mal möchte Dich Car Busters zur internationalen Feier des autofreien Lebens einladen. Die weltweiten autofreien Tage 2002 beginnen mit dem Jahrestag des ersten tödlichen Autounfalls im Nordamerika (Henry Bliss, 13. September, 1899). In der gleichen Woche wird die EU Mobilitätswoche zelebriert, mit dem 22. September als dem Tag "In meiner Stadt ohne Auto." Viele Städte nehmen an diesem Event teil, also es ist eine gute Möglichkeiten anderen Städten zu zeigen und sie davon zu überzeugen, dass es an der Zeit ist, radikale Veränderungen zu unternehmen. Das nächste Datum ist der 23. September, der Jahrestag der ersten von Hitler gebauten Autobahn, der Strasse, die exklusiv für die Autos gebaut wurde und die eine Revolution im Verkehr bedeutete. Die Bewegung Critical Mass feiert ihren 10. Jahrestag am 25. September und die weltweiten autofreien Tage werden am traditionellen Critical mass Tag, also dem letzten Freitag im Monat, dem 27. September beendet. Wir möchten die weltweite autofreien Tage mit symbolischer Beerdigung des Autos beenden. Feiere das Ende der Autozeit mit einer grossen Prozession oder einer ruhigen Vigilie. Und Trauer um diejenigen, die es nicht überlebt haben: Car Busters entwickelt zur Zeit ein sekuläres 12 Schritten Programm: Autoholics Anonymous, um Menschen mit Autoabhängigkeit mit Workshops und Beratung zu helfen, diese abzubauen. Mach mit und hab Spass dabei! Wir haben Posters, Kleber, Aktionpakete und Ressourcen auf unserer Web-page oder per Post. Gib uns Bescheid über Deine Plänen, damit wir Deine Events promovieren und Unterstützen können. Machen wir die weltweiten autofreie Tage wieder zu einem Riesenerfolg! n



Español

Días Mundiales Sin Coche 2002

Septiembre 13-27: Quince

Ultimos Días de Era del Automóvil

Por tercer año consecutivo, Car Busters te invita a una celebración de la vida sin coches. Los Días Mundiales Sin Coche 2002 empiezan con el aniversario del primer accidente automovilístico mortal de Norteamérica (Henry Bliss, Sept 13, 1899). Esta misma semana se celebra la Semana de la Movilidad de la Unión Europea, con el acontecimiento "Por el centro sin mi coche," que se celebrará el día 22 de septiembre. Participarán numerosas ciudades, y será una gran oportunidad para que nuevas comunidades se unan al evento.

La siguiente fecha es el 23 de septiembre, el aniversario del día en el que Hitler inauguró la primera autopista, carretera sólo para coches que iba a revolucionar el transporte. Critical Mass celebran su décimo cumpleaños el 25 de septiembre. Los Días Mundiales Sin Coche 2002 finalizan en la fecha tradicional para Critical Mass, el último viernes del mes, 27 de septiembre. Cerraremos estos días con un funeral para el automóvil. Enterraremos la Era del Automóvil con estilo, con una procesión enorme o una vigilia silenciosa. Y nos ocuparemos también de aquellos a los que el automóvil más ha perjudicado: Car Busters está desarrollando un programa de Autólicos Anónimos para ayudar a la gente a superar su dependencia, con debates y terapias.

Participa y diviértete! Tenemos posters, pegatinas y paquetes informativos de acción, además de información que te puedes bajar de nuestra página web o pedirnosla para que te la enviemos por correo. Dinos que estás planeando tú para que podamos dar publicidad a lo que organices y ayudarte a encontrar apoyo. Para así poder hacer una vez más que los Días Mundiales Sin Coche sean un gran éxito internacional. n

Yes, I'm planning to take action during World Car-Free Days 2002!

Please describe your preliminary plans:

Please tell us which date(s) you're planning action for: _____

Send a World Car-Free Days Action Pack? q No q Yes : Donation toward postage enclosed _____

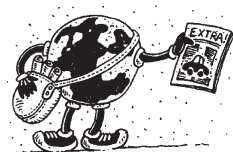
Contact Name: _____

Group name and address: _____



World News

Nouvelles du monde • Nachrichten aus aller Welt • Noticias del mundo



*Welcome to your
global news network,
all the way from
Prague. From the
bizarre and bad to
the brilliant and*

Slovakia

Help Save Critical Mass

Bratislava Critical Mass organisers, a group called Bicyba, have been found guilty of violating traffic laws, when on a Thursday last June a group of several dozen cyclists blockaded an important crossroads in the city centre for a few minutes. The blockade was a symbolic action to demonstrate how obnoxious the daily traffic jams are. The ride itself had been properly reported to the authorities, says Bicyba's lawyer, and the blockade cannot be regarded as a violation of any law. In spite of this, the Regional Court of Justice has ordered the group to pay an irrevocable fee of SKK 30,000 (about US\$800). This could well cause the group to be unable to continue with its cycling advocacy activities.

- Todd Edelman

Car Busters has decided to call for solidarity donations for Bicyba, and will serve as an intermediary for the collection. Please send donations in cash or cheques to Car Busters; mark cheques "For Bicyba". Thank you. Contact Car Busters or email <bicyba@changenet.sk> for more details.

India

Jarawa's "Road of Death" Closed

The Supreme Court of India has issued an unprecedented order which removes three of the biggest threats to the Jarawa tribe on India's Andaman Islands. On May 7, the court ordered the closure of the Andaman Trunk Road, an end to logging of Jarawa's forests and removal of settlers from tribal reserves. The order—issued in the face of strong political opposition—gives the Jarawa and other tribes on the islands their best chance of survival.

The Jarawa, a nomadic hunter-gatherer tribe who number an estimated 250 to 300, resisted contact with all outsiders on their islands during nearly 150 years of settlement. The Andaman Trunk Road was bulldozed through the heart of their territory in the 1970s. It has brought in a steady stream of outsiders, who destroy the tribe's forest, poach their game and carry the constant threat of introducing epidemics of fatal diseases. In 1998, the Jarawa, driven from their hunting grounds, began to visit the road and settlements—this encouraged more encroachment, and disease spread. It is feared that whole families have recently died in the forest of unknown diseases.

- Survival International, May 27

Iceland

Oil-Free with Shell et al.

Iceland already knows plenty about alternative energy. Now this island plans to become the world's first society to ditch fossil fuel power, relying instead on hydrogen made using the power of its rivers and volcanoes.

Icelanders will get their first taste of the new era next year when three hydrogen-powered buses hit the road. Converting all the country's 180,000 vehicles and 2,500 fishing trawlers won't happen overnight though—Iceland is giving itself 30 to 40 years. It is hoped that switching vehicles and ships—which today account for two-thirds of carbon dioxide emissions—from fossil fuels will give Iceland more flexibility to build up industry while still meeting Kyoto Protocol guidelines.

The scheme is backed by Daimler-Chrysler, building the first buses, together with Royal Dutch Shell and Norsk Hydro. All three firms have invested in a new company called Icelandic New Energy and plan to use Iceland as a test-bed for technology of the post-oil future.

- Reuters, May 30

Austria

Vienna on Bikes

From May 7 there are 1,500 bikes available across the central districts of Vienna. The "Viennabike" scheme has been a great success so far. However, due to vandalism, theft, and use "against the rules" that made few bikes actually available to the public, the system will be changed.

From September on you will have to send a text message from a cellular phone (even from a foreign cellular phone) to the Viennabike number when you want to rent a specific bike. In return you will receive a code, with which you will be able to unlock the bike. Solutions for people without mobile phones are still in the pipeline.

- Daniel Sokolov

France

Oh, Those Confusing Symbols...

Oil giant Esso, the world's richest corporation and premier league polluter, is suing Greenpeace in France about the Stop-E\$so campaigners using their logo. The Stop-E\$so campaign is a worldwide alliance united against Esso's dirty fuels, tricks, money and lies.

Esso has a history of throwing money around to buy researchers to deny the existence of global

warming. They also bought themselves a president by donating more cash to the Republicans than anyone else.

The company says the replacement of the middle two letters of Esso with dollar signs makes it resemble the Gothic-scripted symbol of the SS and this is confusing to the public.

Stephen Tindale, Greenpeace UK director, explains: "We simply replaced two letters in Esso's logo with the internationally recognised symbol for the US dollar. We find it ironic that the richest corporation in the world can't recognise the dollar sign and confuses it with a Nazi symbol."

- SchNEWS no. 361/2, June 27

Up in the Sky

Book Your Hyper-Jumbo

The biggest commercial aircraft ever built will begin flying in 2006—Airbus Industries' A380 will hold up to 555 passengers, compared with the 375 carried on the Boeing 747. At \$135 million each, with a wingspan 50 feet longer than the 747, the A380 will need wider and thicker taxiways between airport runways and passenger terminals, along with two-story gateways, which will all require rather huge investments.

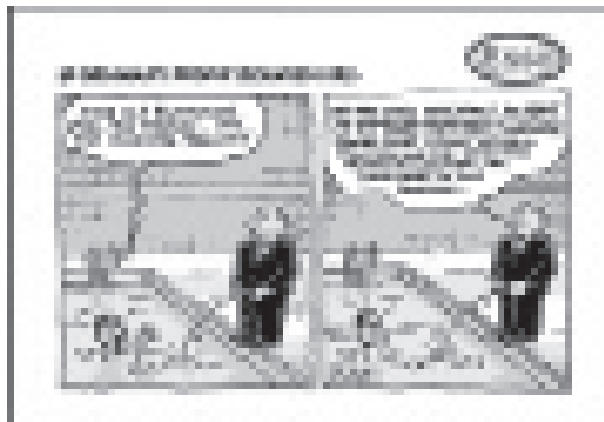
Airlines say the big new planes signal the future for long-haul flights. Airbus, betting that these flights will triple in the next 20 years, has taken orders for 103 A380s. Virgin Atlantic likes the plane chiefly because of its spacious interior, said airline spokeswoman Wendy Buck. "We will look at options such as a larger bar area, beauty area for upper-class passengers, business conference areas, etc.," she said. "We may also look into new leisure areas for economy passengers such as gyms and bars."

- SF Chronicle, June 20

Costa Rica

Hold On, Mr. President!

The newly elected President of Costa Rica, Dr. Abel Pacheco de la Espriella, has decided that he likes his country the way it is—with pristine coastlines, fragile coral reef systems and lush rainforests. In his inaugural



speech he promised to ban all offshore oil explorations and large scale mining and vowed to ensure Costa Rica's "absolute protection" from the greedy claws of the oil and mining companies who are clambering to destroy it.

Pacheco is continuing a Costa Rican tradition of making unconventional decisions, as Costa Ricans take pride in being the only Central American nation without an army, and one of the most peaceful countries in the region. You can bet he will have to fight every inch as pressure is already mounting on him from the oil-guzzling US.

- SchNEWS no.363, July 5

You can write to President Pacheco and urge him to hold firm at his email <presidente@casapres.go.cr>. For more information, check out <www.elaw.org/campaigns/info.asp?id=495>.

Japan

Thrilled Guinea Pigs on "Rails"

A test ride at the foot of Mount Fuji on a magnetically levitated (maglev) train is proving extremely popular with curious people who want to experience a ride on the world's fastest train, which runs at a speed of 500 kph. They have to apply for the ride and their chances are not too great—the average applicant has from one chance in 70 to one chance in 140 of being selected, company officials said. In May, 246 groups of people were selected from about 16,700 applicants.

About 30 seconds after departure, the train surpasses 130 kph, and its wheels are retracted like those of an airplane. When the train reaches 160 kph, the noise of friction with the track disappears and no vibrations can be felt. The train floats on a magnetic field ten centimetres above the track, which feels as if flying at low altitude. Electric boards at the entrances to the seating areas flash when the train hits 452 kph, usually setting off excited cries and picture-taking among the passengers.

"This train has registered the world's top train speed of 552 kph," a Japan Railways Tokai official said. "In the future, it will connect Tokyo and Osaka in one hour."

However, a doubtful Land, Infrastructure and Transport Ministry official said there are many problems to be resolved before the maglev can be put into practical use—its demand, huge construction cost estimated at eight trillion yen (US\$8 billion), fixing fares, and competition for passengers between the maglev and bullet trains on the Tokaido Shinkansen Line.

On the other hand, Japan Railways Tokai executive Chuji Morishita reckons that "The inauguration of the maglev will break Japan's stagnation, both politically and economically."

- The Japan Times, June 11

USA

Hypomobility Punished

A judge fined 20 members of an Amish sect in Pennsylvania for refusing to put bright orange reflective triangles on their horse-drawn buggies, saying public safety overrides any religious objections.

The Amish [who reject industrial society and its products - ed.] had complained that the garish symbols violate their beliefs. Instead of them, they use a gray reflective tape and lantern. But the judge ruled that the state has a "compelling interest" in requiring the orange triangles. He relied on testimony by state transportation experts who said the triangles are more visible than the tape during the day, when 61 percent of all vehicle-buggy accidents happen.

- SF Gate.com, June 6

[Ed. note: Since drivers are generally not very fond of seeing the slow-moving Amish on the road ahead of them, who knows what percentage of the accidents actually is caused by the alleged low visibility of horse-drawn buggies? Or it really that often foggy down there, Mr. Judge?]

Segway Corp. Stalks Pedestrians

With a top speed of 20 kph, the Segway—similar to an electric moped except that it is slower and costs as much as a new car—could provide a cleaner, quieter and smaller alternative to cars. Instead, the Segway folks are pulling out all the stops to take turf away from pedestrians and cyclists.

As of June, 24 state legislatures had passed bills that were Segway-friendly and all other legislatures had bills pending or bills expected to be presented, according to Matthew Dailida, the company's state-government affairs manager.

At the federal level, thanks to effective lobbying from the corporation, the National Highway Traffic Safety Administration has deemed the Segway equal to a motorised wheelchair and would ostensibly operate free of regulation.

While federal law as it stands does not allow the Segway to be used on federally funded pavements and bike paths, a bill that would change this law in favour of Segway users passed the Senate Environment and Public Works Committee on April 25, though it has not yet reached the full Senate.

Currently its major customers are the US Postal Service and various police departments, displacing trips mostly made before by bicycling or walking. What will happen to already epidemic levels of obesity as the devices displace even more walking and cycling trips? What will happen when the first 35-kilo device strikes a pedestrian?

- Institute for Transportation & Development Policy, <www.itdp.org>

South Africa

Da Vinci Reinvented

At the upcoming Earth Summit in Johannesburg, researchers from the Institute for Transportation and Development Policy (ITDP) will unveil the "Legway," a \$150 zero-emission vehicle powered by biomass fuel.

"While the vehicle can run on everything from trans-fatty acids to simple sugars and starches, our studies show that complex carbohydrates yield optimal performance," said Dr. Walter Hook, Executive Director of the Institute. The Legway is purported to consume less energy per passenger mile than any known mode of transport, including walking. The researchers claim that the Legway can travel over 16 kilometres on the energy equivalent of a bowl of rice.

The development of the revolutionary invention is mysterious and intriguing. Its rudimentary version can be found buried in Leonardo da Vinci's Codex Atlanticus. The technology was partially rediscovered in the late 1800s, applied in the emerging aeronautics industry, and then forgotten as the automobile age got underway. In the 1910s Albert Einstein was rumoured to have dabbled with the technology as he was developing his Theory of Relativity.

Dr. Yaakov Garb, an ITDP scientist, qualified the Institute's claim that the Legway is a zero-emission vehicle. "Though a tiny amount of CO₂ is released, and an occasional incomplete burning of the biofuel can result in methane and sulphur emissions, these discharges are miniscule...rendering the Legway a virtual zero-emission vehicle."

He also pointed out that that other "zero or low-emission" vehicles, such as electric or hydrogen fuel cell cars are actually very polluting due to highly toxic power production processes, and the electricity that must be generated to charge them. "With the exception of the chloroplast and possibly the clothesline, the Legway is the most affordable, useful, and environmentally-friendly invention known to man," said Dr. Garb.

- Institute for Transportation &



Einstein on the Legway in 1943

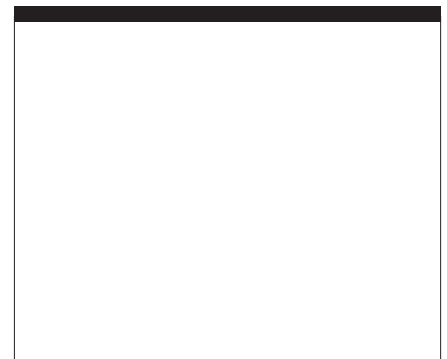


The Ecocity: A City in Balance with Nature

the distance the area's tallest mountain is silhouetted against the sky, framed by the town's most celebrated tall buildings which rise up like the cathedrals of a religion of reverence for life on Earth, carrying trees and bushes up to high crags and crests and cascading vines and flowers down into the canyons. The sky is crystal clear—no pollution. Sun and wind power the place, and there is practically no motorised transport. The police use bicycles, the paramedics push their gurneys wearing lock-and-roll skates.

We can see people walking and biking over the bridges between public areas on the fifth floor. There are pedestrians way up there on bridges between the tenth floors of buildings, crossing over streets and disappearing. Some have sets of bridges every five stories with express elevators set for stops on these floors—the idea is that nobody has to walk vertically more than two stories, getting very fast access and some modest exercise. In this downtown, artificial waterways cascade down six to eight stories into small ponds, breaking up into mists that cool the surrounding buildings. Where the sun pours in, these practical flourishes introduce interior rainbows to the city canyons. n

- Richard Register, president of Ecocity Builders



Let's say we've landed about 100 years from now. By now, Ecocities are common. They are sparkling outposts in the deep green forests, oases on the desert, islands on salty waters lost in clouds of sea birds. Here we are, down on the ground approaching one now. Forget that rent-a-car, even though it is an electric. They won't let you past the dinky parking lot behind the pharmacy anyway. We're taking bikes. And you can relax because in this town you won't be hit by a car.

Despite our slow speed, we will be experiencing enormous change in short periods of time. Round a bend from our country origins, suddenly we pop into a neighbourhood centre, one of a few scattered around a major ecocity downtown. Two- and three-storey buildings on the edge quickly give way to five- and six-storey structures and bustling city life. The taller buildings step back in rows of balconies and terraces. People are leaning over the railings of both balconies and pedestrian bridges to talk to others two or three stories below. They can hear each other, too. No cars rumbling through to drown out human voices.

In the neighbourhood centre through which we are bicycling, there are varied roof lines, small towers and planting everywhere, on porches and balconies and in window boxes. Fruit, berries and flowers attract bees, butterflies and an assortment of birds. It's a multi-species Mardi Gras, with windmills

cartwheeling above the rooftop trees and shimmering light reflected off solar collectors and greenhouses passing through the moving branches of trees, bushes and vines.

Leaving the neighbourhood centre, in only two or three blocks we are cycling through what's left of the old suburban belt of homes that used to go on for dozens of blocks in all direction. Now, garages have been converted to second units and houses raised a storey or two, making way for third and fourth units. Then, quite suddenly, we are in open space, on a rural road—and it only took us six or seven blocks to move through the neighbourhood from open agricultural space on one side to restored natural land on the other.

The edge of the downtown is only two or three blocks away on the far side of a bridge. That span carries us over a local creek in its shallow valley, with native vegetation on one bank and an orchard of fruit and nut trees on the other. Then we dive into a tunnel for one more former city block, now open space. Inside the passageway we are under a nature corridor that deer and, even recently, antelope have begun to use.

In just another few blocks our small road enters a kind of "gates to the city," with special buildings facing one another where the road becomes the city-centre street. We find ourselves entering one of the city centre's "keyhole plazas," open in the middle with a slot on one side like an old-style keyhole. Larger buildings surround a public space filled with people, plants, art and water works. In

Mixed use taken to extremes, with agriculture in city. A total antidote to modern monocultures, agricultural or urban. Implosion of urban form, really getting to grips with the issue of sprawl in growing cities with imagination and a sense of spectacle.



Dispersal between people and their destinations in a new plane: the vertical. Personal freight (e.g. shopping) becomes heavier; dependence on elevators reduces autonomy of movement. Safety and vertigo issues at great height; a very unnatural way of life. Featureless skyscrapers could abound.

The Free City

photo: Jeff Kenworthy

It's all about freedom. People are happier when they are free, they produce more and they are more affluent. The Lone Mountain Compact states the urban corollary: absent a material threat to other individuals or the community, people should be allowed to live and work where and how they like. In short, people should have the freedom to travel where they like, whether to work, shopping, school or elsewhere. The extent to which this increases or decreases driving or public transport use is of no account.

The anti-sprawl ("smart growth") movement is based upon contrived alarm and has failed to prove a case. No problem impels its coercive cures; indeed they would make things worse. The higher densities smart growth requires means greater road traffic densities, which in turn means slower speeds, higher pollution intensity, longer work trip times and less free time. Costs of living tend to be higher. Home-ownership, so essential to social cohesion and wealth creation, is lower where smart growth's land rationing policies drive prices up and households (especially lower income) out of the market. More restrictive land markets discourage industrial and commercial innovations artificially forcing

prices higher. The reality of smart growth is a lower standard of living and a lesser quality of life.

None of this is to endorse sprawl or to oppose public transport. It is rather to endorse freedom. The pro-freedom vision of the city is the product of people's desires, not planners' dictates. Human ingenuity has produced unprecedented mobility and access, while substantially reducing related pollution.

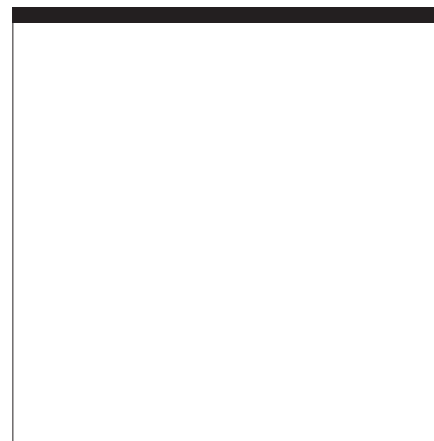
Government should preserve environmentally sensitive areas and can purchase green spaces. But a government of the people has no business herding masses into crowded districts against their wills; it is out of line when it codifies the latest, or any, urban planning fashion or architectural taste.

Public transport is important, such as in Manhattan, Paris, central London and similar urban core areas, where it is competitive with or even superior to the automobile. Public transport is also important in serving people whose income is yet insufficient to afford automobility. But it is futile to pretend that public transport can provide auto-competitive mobility or relieve traffic congestion in the vast suburbs where most people live and work,

whether Phoenix, Portland, Perth or Paris.

Freedom means that those disposed to controlling the lives of others must be content with controlling their own. No one likes to be told what to do, not even urban planners. The innate human longing for freedom doomed Soviet planning and has in store a similar fate for overly prescriptive urban planning. This is as it should be where government is the servant of the people. n

- Wendell Cox



This vision champions Truth, Justice and the American Dream. It addresses issues of gentrification in the city centres.



Wendell Cox doesn't propose any solutions to any of the countless problems with the urban fabric. For more information on these, see Car Busters issues 1 to 14, Transportation Alternatives, Auto-Free Times, etc.





New Urbanism

New Urbanism is a set of principles for designing and developing cities and towns. These principles are collected in the Charter of the New Urbanism, a document written and signed by members of the Congress for the New Urbanism (CNU). The principles are general enough that there is no one ideal city for New Urbanists. New Urbanism applies at all scales and to all types of settlement, from single homes in the mountains to the densest urban regions. However, the principles do imply what sort of city or town New Urbanists would like to see.

Key among them is principle no. 12, "Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy." This gradual, reformist method is central to New Urbanism. It is not generally about creating car-free towns in the midst of car-dependence. Rather, it is about offering people the opportunity to reduce or eliminate their car use. We believe that this creates such an improvement in people's quality of life that most people will opt for less driving.

Other principles in the Charter describe how a city should treat cars. Principle no. 22 is, "In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space." Principle no. 23 says, "Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbours to know each other and protect their communities." In other words, New Urbanists avoid such building types as the big box store surrounded by parking, the townhouses arranged in ranks in parking lots off a highway, or the single-family home fronted by an expressionless, 10-metre-wide garage door. Streets should be, as principle no. 19 says, "Public spaces of shared use."

In order to supply the needs of motorists,



The Round, a \$100 million mixed-use project in Beaverton, Oregon, USA

New Urbanists usually design and build neighbourhoods where there are paved streets, wide enough for cars to pass one another and park. They provide car parking for all homes—primarily on the street, but also in garages. These are not just compromises to the car-dependent world. Most New Urbanists see cars as not just necessary evils, but as useful tools—if kept in their place.

The key is to keep cars in their place. New Urbanists go about this, primarily, through traffic calming and designing buildings for pedestrians rather than cars.

If there is one attitude that holds New Urbanists together, it is that the pedestrian is the most important user of a street. As a result, New Urbanist neighbourhoods tend to have wide pavements. Buildings are built to face the pavements; shops designed to allow window-shopping; townhouses have front porches (stoops) on the pavement; and single-family homes, even if set back from the street, have approachable front doors. Most newly developed New Urbanist neighbourhoods have alleys behind the buildings, providing access to parking garages. However, New Urbanists generally prefer on-street parking because it creates a physical buffer between pedestrians and moving traffic on the street.

The shorter and more interesting a pedestrian's trip is, the better a city is for walkers. This means the elimination of superblocks in favour of small blocks. These can give pedestrians shorter distances between any two points on the grid, they create more street frontage for homes or businesses, and they provide many routes through the network for any one trip,

reducing vehicle congestion. At the same time, when cars have to stop at every corner, they don't build up the head of steam they get on streets where they can travel unimpeded for long distances. Streets in New Urbanist neighbourhoods also tend to be narrower than those in most post-1940 development.

New Urbanism does not, on its own, create the car-free city or planet that many of us crave. But these neighbourhoods—with their pedestrian orientation and their mix of housing and other types of building—have been shown to reduce vehicle use by 25 to 50 percent among residents, compared with conventional development. This is an important first step. New Urbanism can satisfy today's real estate market, while offering hope for tomorrow. n

- Steven Bodzin, Communications Director, Congress for the New Urbanism



PRO's

The movement is large, respected and committed, making real achievements to change the urban fabric of some of America's most car-infested cities. Their critique of the auto-dependent lifestyle, drawing inspiration from writers from Jane Jacobs

to Lewis Mumford, combined with a pragmatic and realistic reformist approach has yielded solid results and done a lot to dent the growth of sprawl in the US.



CON's

The pleasant, secure, modern New Urbanist developments often yield high property prices, making them small pools of car-free utopias beyond the reach of the masses and provoking accusations of gentrification (see p. 25). The New Urbanist agenda will not lead us to a truly sustainable, low-impact urban existence, and the movement does not stand on ecological principles. By accommodating the car and protecting people's "right to drive," they limit the extent to which people might reduce their car use.

Car-Free Cities by the Book

Ed. note: Here we show you Crawford's vision (car-free city reference design) on multiple scales: The entire city (see background) consists of multiple round-shaped pedestrian-oriented districts (see bottom) arranged in six lobes and connected by metro transport with a station at the centre of each district.

I have proposed an idealised design for car-free cities, a design that can gradually be adapted to existing cities. Workable car-free cities require that we first reduce the need for mobility [despite whatever the EU may tell you - ed.]. We can accomplish this by providing access to basic necessities within a few minutes' walk (and near transit halts). Mixed-use districts, with workplaces, schools, stores, and residences located in the same area, also reduce the need for mobility and assure lively urban areas. (Heavy industry would be separated.) The remaining mobility needs can be met by trams or metros.

Efficient public transport and freight delivery demand a coherent route system. The design shown here, in the background, shows an optimised route system for a city of one million. Although we won't achieve quite this efficiency when converting existing cities, we must arrange the system so that journeys rarely require more than one transfer, transport halts lie within a five-minute walk of every doorstep, waits for service do not exceed five minutes, vehicles maintain good average speed, and the longest trips are no more than an hour. If we make provisions to bring shopping carts

onto vehicles, public transport service can then be a good alternative to private cars.

Small freight can be delivered by freight bike or by slow, small, battery-powered trucks, like those in Zermatt, Switzerland. Heavy freight requires a dedicated system below street level, and capable of delivering standard sea containers to locations along its route. If heavy freight users cluster along this route, they can receive full containers at basement level. I call this system "metro-freight" and have developed it quite thoroughly in my book [see box at right]. It will be expensive to build but requires little land and can deliver large quantities of freight at low cost. At the city's edge, containers would be transferred to metro-freight in "utility areas" that also host parking garages and heavy industry.

The medieval city is dense enough to support excellent transport service and is generally a fine urban form. Streets can be just wide enough to accommodate emergency vehicles. If transport halts are at the center of districts with a radius of 400 metres, walking times are held to five minutes. Buildings of moderate height are sufficient, and we can provide plenty of green area.

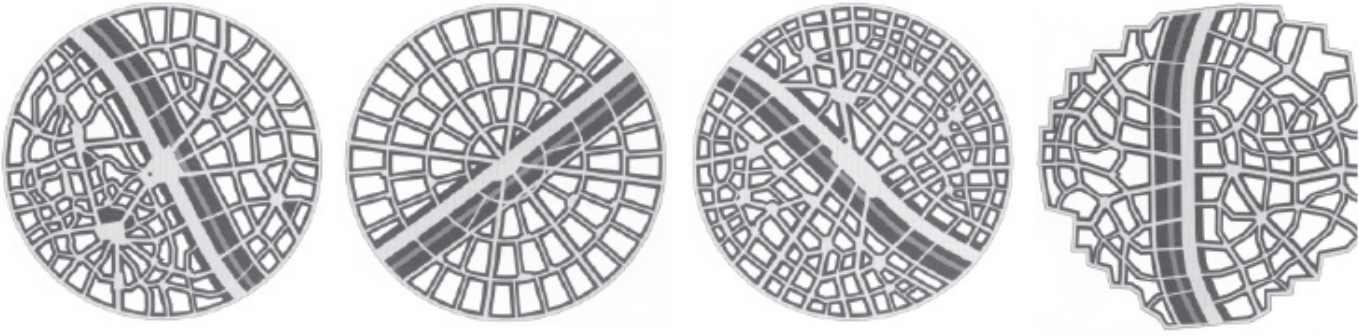
How can car-free advocates most effectively proceed? Start removing cars anywhere you can, but be sure to have a grand vision of the form of the city when completely car-free, including the public transport improvements that will be required. At the 1997 Towards Car-Free Cities conference in Lyon, we developed the Lyon Protocol for gradually converting cities to

the car-free model. This protocol is on line at: www.carfree.com/lyon_protocol.htm. n
- J.H. Crawford

PROPOSERS: J.H. "Joel" Crawford and his colleagues, most notably those launching the International Institute for Carfree Development in the US.
DEVELOPMENTS: So far only theoretical, but the above-mentioned institute is intended to eventually become a "brick and mortar" operation.
MORE INFO: The book Carfree Cities and the web site www.carfree.com. Soon Crawford's book will be republished in an inexpensive, paperback edition.



Close-up: A car-free district like the ones below, at 1:500 scale (showing about 1/3 of a district), allowing us to see individual buildings, often with narrow frontages, sharing a central courtyard.



Car-free districts (left to right): organic, radial, dense and, lastly, a departure from the perfectly round. Key: Buildings are black, open space is white, pavement is light grey, and freight or water lines are dark grey.



PRO'S Vast improvement in quality of life. Excellent social conditions in public spaces. Very low transport energy consumption and pollution. Perhaps a greater diversity within each neighbourhood, as well as greater autonomy and individuality of neighbourhoods. Possibly a healthy balance between proximity and mobility. Reduced capital and operating costs. Increased employment.

CON'S Requires extensive centralised planning. Not much attention to the non-transport aspects of the city. The attempt to simultaneously facilitate access by proximity (walking in ped. district) and vehicular mobility might result in one winning out over the other; if the localisation measures succeed, the heightened vehicular mobility becomes pointless and over-efficient. Somewhat more expensive and complex freight delivery. Huge infrastructure investments.

Arcology: A Whole City in One Building

In Arcology, a concept developed by architect Paolo Soleri, architecture and ecology come together in the design of the city. Arcology is the implosion of the flat megalopolis, the modern city of today, into a dense, complex, urban environment which rises vertically. The automobile is eliminated from inside the city and reserved for use outside of it. Arcology advocates cities designed to maximise the interaction and accessibility associated with an urban environment while minimising the use of energy, raw materials and land, reducing waste and environmental pollution, and allowing human interaction with the surrounding natural environment.

Hyper Building, a so far only theoretical example of Arcology, is a one square kilometre urban structure hosting all aspects of human life. The Hyper Building will be located in the Mojave Desert in close proximity to existing interstate highway 15, on a proposed high-speed Maglev rail line, midway between Los Angeles, an icon for hyper-consumption, and Las Vegas, an icon for hyper-hedonism. The Hyper Building supposedly stands in contrast to those extremes of modern society as a place for the continued evolution of human culture.

In the form of the Hyper Building, Soleri explores the difference between male—represented by a high tower—and female—two concentric, semicircular edifices, the womb. The interpenetration of the two elements produces the creative and complex spirit of the city. So that the 1,000 metre tower is not intimidating due its lack of human scale, it is divided with eight Terras, or artificial grounds. These multilevel open spaces provide parks, community and cultural spaces, and give residents “breathing space.”

The Hyper Building provides 1,044 hectares of stratified, focalised uses: 45 percent of housing; 17 percent of cultural zones; 14 percent of commercial space; 14 percent of green spaces; five percent of administrative or civic use, distribution centres and convention facilities; and five percent of utilities and construction yards.

In order to support the infrastructure of the Hyper Building, several facilities

are planned outside of the initial building site—the solar power generation plant, Maglev train station and industrial complex. The Hyper Building is connected to the conventional energy grid to satisfy much of its energy needs. However, the dependency on the grid is reduced through a combination of alternative energy production means, both active and passive, and by saving energy through the efficiency of the three-dimensional system. The design of the structure puts an emphasis on the pedestrian, saving the fossil fuels which would normally power the cars of a city this size. Also food production in green-houses saves fuel by eliminating much trucking of food to the city.

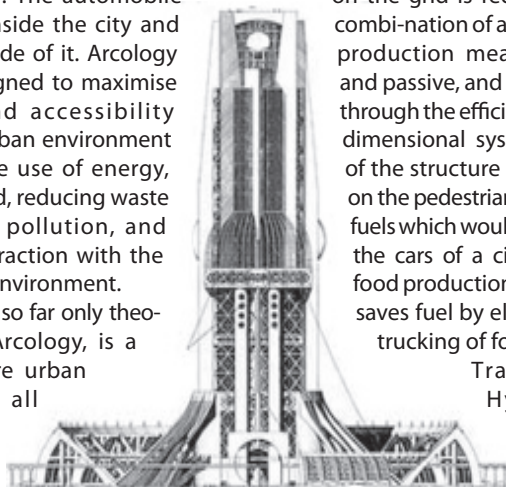
Transport to the Hyper Building is primarily through the Maglev line. Inside the

pedestrian reigns, aided and enhanced by escalators, moving pavements, electric conveyances and bicycles. A two-story, 25 million square metre underground parking garage is located below. It can house 64,000 private auto-mobiles [i.e., 1.56 people per car; just so you know, there are about 1.90 people per car in Los Angeles] and 30,000 commercial vehicles. Though cars are not

being used on a daily basis, Soleri considers them part of our society and many residents are thus expected to maintain cars for recreational and long-distance travel.

The permanent population of the Hyper Building is about 100,000 people. Three more Hyper Buildings should be developed following completion of the first one, making up “Quartet in Arcology Major.” Altogether the total population of the fully developed 10 square kilometre site would be 700,000 people, thus creating a critical mass of population, an urban settlement in the desert.

To move on from sci-fi-like theory to practice, another example of an arcology, much smaller in scale, is actually being built in the high desert of Arizona, 70 miles north of metropolitan Phoenix, USA. An experimental town, Arcosanti, was conceived of in 1970 by Soleri’s Cosanti Foundation. When complete, Arcosanti should house 7,000 people, demonstrating ways to improve urban conditions and lessen people’s destructive impact on the earth. Its large, compact structures and solar greenhouses will occupy only 25 acres of a 4,060 acre land preserve. n - 11



Arcosanti during a festival



PRO'S

The Hyper Building is very thoroughly planned, from energy supplies to virtual reality leisure centres. Since it's deliberately so space-efficient, it spares a lot of land for agricultural or nature conserving purposes. And just

imagine the views...



CON'S

The concept of a Hyper Building is rather dehumanising—life there would be similar to living in a space ship. The enormity of the structure does not relate to the natural environment it is meant to conserve and bring people (and their cars) close to. Safety and democracy would be an issue.

Illichville: An American Green City

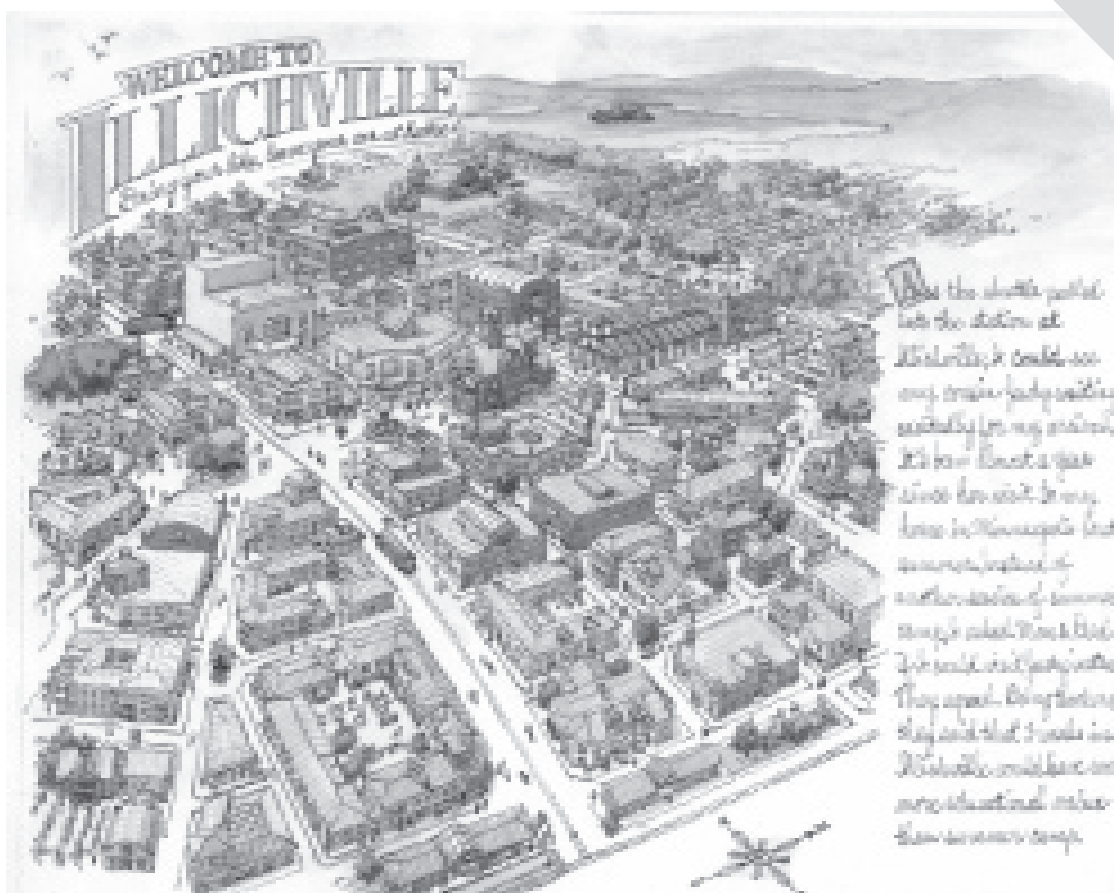


The first thing that a person will notice looking at a picture of Illichville is the absence of cars, paved roads, parking lots and other ugly accommodations for the automobile. A compact city of 20,000 to 30,000, Illichville can be easily traversed on foot or by bicycle. The compact size of Illichville allows residents easy access to both urban and rural settings.

The city is surrounded by a green belt consisting of three rings. The inner ring would be comprised of gardens, orchards, vineyards and fields that provide the majority of Illichville's food. Beyond the agricultural belt are fields and meadows that would provide fibre for clothing. The outer ring, comprised of natural and restored wetlands, prairies and forest, would provide recreation and a refuge from the city. Altogether the green belts serve as a buffer to deter motoring tourists from parking their cars on the outskirts of town and walking in. To avoid creating parking and congestion problems in neighbouring communities, visitors to Illichville are required to travel by tram from a nearby Amtrak train station.

Another visual clue to the unique organisation of Illichville is the absence of the familiar outdoor displays of corporate emblems such as Wal-Mart and McDonalds. In order to achieve self-reliance, factory-manufactured goods will be restricted from sale in Illichville. Food products and manufactured goods in Illichville will be provided by skilled craftspeople.

In order to restrict the importation of factory-made products, Illichville will be established as a corporation. In the US, only a corporation is exempt from the influence of other corporations. The Disney Corporation, for instance can decide whether Coke or Pepsi or neither will be sold in Disneyworld. As a corporation, Illichville would have more freedom to experiment with governing,



health care, and educational institutions, providing more democracy and social justice than is permitted in traditional cities that are bound by state and federal rules.

Illichville would encourage visitors. Visitors would provide the capital to build and maintain the city in its infancy. There are three main attractions for visitors. There will be tourists, curious about the city. Collectors of fine crafts will come to buy

the surplus wares of Illichville's craftspeople. Others will come for the healing aspect of a post-industrial, post-consumer way of life. Without auto-mobiles, visitors will be able to walk and bicycle everywhere. Visitors will breathe air without car fumes, drink clean water and eat fresh, organic food.

With the US facing an uncertain future with dwindling reserves of fossil fuels and other non-renewable resources, Illichville will be prepared to rely entirely on its own resources. If Illichville were connected by rail to other sustainable cities, it could survive well into the future. n

- Ken and Roberta Avidor



An idyllic place to live, certainly. This city would have a green belt/static Urban Growth Boundary that actually works. The city (and therefore probably the citizens too) takes responsibility for all its needs, providing local production for local consumption. A strong relationship to the local natural environment would foster uniqueness in cities, and probably encourage creativity within their



The political organisation of the city as a corporation is a potentially dangerous area: would democracy really reign in a corporation? Would cars be banned by consensus? The greatest problem would be getting the city off the ground. The city might always be heavily reliant on tourists. With the limited area, prices would rise quickly with demand; this could end up as a yuppie valhalla. Could create a new kind of distant leapfrog development, over the fields and far away. And how to stop tourists wearing logos?





Our Primitive Future

have elsewhere used a definition of primitivism as the pursuit of ways of life running counter to the development of technology, its alienating antecedents, and the ensemble of changes wrought by both.

Assuming this were a worthy goal, what kind of society might it lead to?

If we were to supercede some of our current determining factors in where and how we live, such as our gravitating to urban centres to obtain a livable wage, it remains an open question as to what combination of privacy and socialising we'd most prefer. Modern efforts at communal living almost invariably fail, but at the same time so many people miss the sense of community and closeness to friends that comes with school life, particularly college. One notion that seems appealing to me would be for myself and a handful of friends to live on an expanse of land together, each with our own home, and every house a little separate—over the ridge, or past the next hill—from one another. If I lived in a society where anomie was less pervasive, that small number of friends might be considerably larger, and the community correspondingly greater.

The band societies of hunter-gatherers might also offer us some clues, but we don't know all the social forces that created those particular kinds of communities either. From our current vantage, most people today would probably favour something a little looser, with more opportunity for privacy than is usually exercised in current hunter-gatherer societies.

I don't think we would see anything that could quite be called a city, but we would probably find societies of fair population density around particular regions, e.g., a warm coastal area with fertile land and fresh water. Something approximating a village might also emerge



around geographic peculiarities furnishing shelter, such as the human-carved caves in Cappadocia, Turkey. However, quality shelter of some kind can almost always be improvised, and this is really less of a draw than an easy abundance of food and water in an affable climate.

I would foresee migrations of some kind, whether motivated by food, weather, or simple change of scenery. So long as we're not running from scarcity, it can only add to the experience.

The need for transportation has largely arisen as the landscape has been deprived of meaning, and as social forces like work have set family and friends far apart. Our experience of the world becomes centred in particular points of presence—places to work, places to shop, places to retire—and we

bounce between them, our feet insulated from the ground beneath us. We find fulfillment in destinations, and not simply in being. Maybe we can change that. n

- John Filiss, primitivist essayist

...Civilisation appeared only some 9,000 years ago. Its duration is dwarfed by the thousands of human generations who enjoyed what might be called a state of natural anarchy. The general orthodoxy in the anthropological literature, even including textbooks, portrays life outside of civilisation as one of ample leisure time; an egalitarian, food-sharing mode of life; relative autonomy or equality of the sexes; and the absence of organised violence.

Humans used fire to cook fibrous vegetables almost two millions years ago, and navigated on the open seas at least 800,000 years ago. They had an intelligence equal to ours, and enjoyed by far the most successful, non-destructive human adaptation to the natural world that has ever existed. Whereas the textbook question used to be, "Why did it take Homo so long to adopt domestication or agriculture?" now texts ask why they did it at all...

Primitivists draw strength from their understanding that no matter how bereft our lives have become in the last ten thousand years, for most of our nearly two million years on this planet, human life appears to have been healthy and authentic.

- from "Twilight of the Machines," an unpublished article by John Zerzan



The truest freedom of any possible future. Massively improved relationship with nature. Focus on being rather than consuming and possessing.



Would require a lot fewer people in the world (current figures are 42 people/km² land area, without discounting inhospitable terrain—could cities sprawl out to this density worldwide?). Health risks still arguably marginally greater than living in industrialised society. Biggest problem is the reduction in (the commonly perceived) quality of life in favour of low-impact life.

The Hi-Tech Solution

Supra-Car: Towards an Auto-Free Metropolis

Fewer cars would make a city far more livable. This can be achieved by adopting a few simple, doable measures: increase transit service, cut car use through road pricing, and create a grid of pedestrian streets in the core. But even with these measures in place, cities would still be completely overwhelmed with motor vehicles causing countless injuries and fatalities, producing unbearable levels of air and noise pollution and preempting most urban street space.

There's got to be a better way. And there is: Supra-Car! Clearly, only a grade-separated personal transportation system that replicates the mobility offered by cars and trucks can completely free urban streets of this awful menace. Given the realities of

construction cost, and the preferences of people to travel above ground, this means an elevated guideway system that can be used by small automatic vehicles travelling non-stop from origin to destination.

This concept is now generally called PRT—"personal rapid transit." For a PRT system to completely replace motor vehicles, however, it must have a very fine-grained access system to the surface. Most PRT systems propose off-line elevated stations with mainline speed turnouts to allow stopping vehicles to divert from the traffic stream without slowing other vehicles. This requirement results in relatively widely-spaced stations that require elaborate boarding platforms, stairs and elevators.

Supra-Car suggests a far better way to reach many more surface access points—have vehicles themselves serve as elevators, track-ing columns to descend to the surface. The base of each column could serve as a potential access point. Vehicles would slow or stop on the mainline before getting out of the way as they descend. This loss of capacity is more than offset by the proliferation



Image: Citizens for PRT

of guideways needed to provide a successful replacement for cars and trucks.

This may seem costly—and it is. But by eliminating all cars and trucks in a metropolitan area enormous expenditures are saved. Using a common fleet of vehicles, as much as 90 percent of the cost of owning and operating personal vehicles is avoided. With automated vehicles, drivers for goods movement are eliminated. Public health costs of air pollution and injuries caused by vehicles disappear. While substituting the visual clutter of ubiquitous elevated guideways for the car-strewn landscape of urban streets and parking lots may seem like a neutral trade-off at best, the real gain is having the surface area of streets in cities become useable neighborhood open space, free of conflicts caused by aggressive motorists. With Supra-Car, an auto-free metropolis becomes possible. n

- George Haikalis, Auto-Free New York

graphic: Citizens for PRT



Cycling With the Wind

First I wanted a place to cycle out of the rain, with few hills. So I thought of a bikeway tied to the underbelly of the Skytrain (Vancouver's elevated subway). There is no waiting time at stations and it's direct. I had the begining of a vision for a completely new way of looking at cycling.

This vision was given a boost by the idea of having wind blown at the back of cyclists. Most of the energy we spend cycling is used to push air out of the way. The air being pushed our way would greatly increase our velocity. This could empower us to potentially carry heavier loads or go faster without any effort. The average automobile urban speed of around 13km/h is easy to beat.

So we came up with "The Windway"—an elevated, covered, light, wind assisted bicycle highway. It is on adjustable legs so it can be adapted to all terrain—float on water, go right through buildings and Malls or over bridges, automobile highways or railways. There is no noise, no pollution and most other no no's of the automobile era are absent or minimalised.

At this point the wind is a hard sell but the highway is something the Dutch are already doing between Amsterdam and Utrecht (30 km long). In Vancouver we are exploring the possibility of building one across the Burrard St. Bridge so commuter cyclists are out of the rain and off the pavement.

- Guy Wera from The Bicycle People

PROPOSERS: Auto-Free NY, a movement aimed at exploring and achieving the upper limit of "devehicularisation" of the US largest city. The Bicycle People, a Canadian group calling for pedal powered vehicles adapted to the standard rail. Citizens for Personal Rapid Transit, a US group devoted to promotion of "PRT as an effective option for meet-ing our transportation needs." There are also lots of corporations developing various PRT schemes, e.g. Taxi 2000.

DEVELOPMENTS: Work in progress.

MORE INFO: <www.taxi2000.com>, <www.alternatives.com/bicycle/people.html>, <www.cprrt.org>.



PRO'S

The Supra-Car would definitely appeal to car drivers, combining the benefits of public transport with the directness and flexibility of the private automobile. The Windway would please all weather-sensitive cyclists.



CON'S

The structures would shade on streets. Although they do not take up as much space as highways, the idea and the look is much the same. These hi-tech solutions seem to be based on the assumption that we need to keep or even increase the current level of mobility. With the Windway there is a high risk of falling, which in case of a cyclist riding at some 30 km/h could mean the last ride ever.





Slow Cities

The Slow Cities initiative grew out of the Slow Food movement, which originated in Italy but officially started in Paris in November 1989 by delegates of 15 countries endorsing its manifesto. The document reads: "We are enslaved by speed and have all succumbed to the same insidious virus: Fast Life, which disrupts our habits, pervades the privacy of our homes and forces us to eat Fast Foods... In the name of productivity, Fast Life has changed our way of being and threatens our environment and our landscapes... To be worthy of the name, Homo sapiens should rid himself [itself] of speed before it reduces him [humanity] to a species in danger of extinction."

In 1998, Slow Food met with the mayors of four Italian cities to propose the creation of an international network of Slow Cities. The Slow Cities movement has grown to include 22 Italian cities and has attracted attention in Germany, the UK, the USA and other countries. The founding idea is the emphasis on the concept of good living seen in terms of the quality of the local environment, gastronomic resources and the use of new technologies for collective well-being.

"Scholars, town planners and sociologists have recognised that the most human dimension to live in is that of the small agglomerates of no more than 50,000 inhabitants," says the current president Stefano Cimicchi. Therefore only smaller towns may apply. "The model for the ideal city is the late-medieval and Renaissance one, with the piazza functioning as a centre of social aggregation. Europe has to remember its roots and acknowledge the historical role its cities have played in the construction of its identity... Being 'slow' doesn't mean arriving late. On the contrary, it means using new technologies to make towns and cities ideal places to live in."

To achieve the status of "Slow City" a city

must agree to accept the guidelines of Slow Food and work to improve co-vivability and conserve the local environment. The Slow Cities movement promotes the use of technology oriented at improving the quality of the



environment and of the urban fabric, and in addition the safe-guarding of the production of unique foods and wine that contribute to the character of the region while using natural and environmentally-friendly techniques.

Applicant towns have to meet a number of basic criteria relating to environmental policy, infrastructure, the level of local produce and crafts,

services and accommodation facilities. Additionally, membership in the association implies constant commitment to developing projects to improve these parameters. Among the criteria are: creation of public green spaces with benches and play areas;

infrastructure that favours alternative mobility; places to sit and rest not only in the historical centres; restorations of the original conditions of the historical centres and/or of works of cultural or historical value; and elimination of noisy alarm systems.

Through a Co-ordination Committee a series of joint initiatives is undertaken: courses of food education, projects to protect local produce and crafts, the expansion of pedestrian precincts, regulation of air quality, the setting up of offices for eco-compatible building, the regulation of construction techniques and the standardisation of aerial installations.

Besides finding members in other countries, the association has ambitions to become a player at the European level to make sure that the EU Constitution currently being drawn up takes into account the reality of small towns and cities. n

- Alessandra Abbona & Paola Nano, Slow Food press officers

PROPOSERS: Slow Food movement.
DEVELOPMENTS: At the moment there are 22 Italian towns going through the process of guideline compliance and five more have recently applied. A congress is currently being planned to launch the Slow Cities on an international level.
MORE INFO: www.slowfood.org



Abbiategrasso, Province of Milano: traffic closure of the historic centre



This vision actually exists in the real world! It is very practical and immediately applicable, with long-term goals. The Slow Food and Slow Cities movements have grown out of a solid critique of the modern, fast lifestyle.



Slow Cities have a great potential for becoming touristy, luxury retreats from the rat race. They don't necessarily keep cars out, only keep them tamed. There may be a discrepancy between what is written and the reality of life in a Slow City since it is not obvious how binding the guidelines are and how easy it is to go round them.

Some Gossip About the Visionaries

On New Urbanism...

"[Prominent New Urbanist Peter] Calthorpe has called New Urbanist strategy a bridge strategy. De-emphasising the car to some degree may be the beginning of a bridge to a better urban structure, but that's not much and it will be helpful only if it is understood that way—which hardly seems to be the case. A few generations of people could easily live and die in such developments swearing it's where they had arrived, not a step to somewhere else, all the while consuming 80 percent or 90 percent as much gasoline as the people in the conventional development next door. In the New Urbanists' own manifesto... the point is made quite clear, in fact, that they don't want to cross over that bridge. 'In the contemporary metropolis,' it says, 'development must accommodate automobiles.'"

- Richard Register, in *Ecocities* (2002)



graphic: Taxi 2000 Corporation

Computer simulation of a PRT guideway on the Portland Avenue I-494 overpass in Minneapolis, Minnesota. Note the "minimum visual impact," i.e., the aesthetic congruity between the PRT guideway and the unsightly freeway. Also note the abundance of space freed up for pedestrians and cyclists.

"Too often we vilify the car without acknowledging its central place in our culture. When we shape our investments in automobile infrastructure more carefully, we can reclaim public spaces in cities while designing new communities that celebrate the pedestrian as well as the automobile." *

- Douglas Farr, New Urbanist architect / urban designer, 2000

Car Busters' investigative reporting at its finest: Using the latest sophisticated web searching technology, we discovered that Primitivist John Filiss is actually a professional web site designer. The largest web site he's built so far is one of his own, called "Motional Memories." It features several thousand collector car pictures—"more high-quality car images than any other site on the Internet." Also among the short list of web sites he's built: "Old Car Guys," "Langdon's Car Wash" and "New Homes of Orange County: An online catalog of houses, both already built and to order... located within easy driving distance of [New York City]." Despite all this, Filiss was very kind and responsive to our requests for information, and was the first person to send in his vision. For this he gets two Brownie points.

*San Antonio Express-News (April 19, 2000):
"On point after point, his report on sprawl is incoherent or irrelevant, making it a perfect complement to his many papers on light rail."*

On Wendell Cox...

Republican Governor Tommy Thompson of Wisconsin (May 1999): "...the anti-transit conservative's studies ask the wrong question. They based their anti-transit conclusions on the question: what percentage of total trips does transit carry? That number is relatively small. But it is an academic, not a real world number."

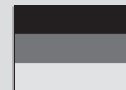
The *Atlanta Journal Constitution* (July 6, 2000) called Wendell Cox: "A self-proclaimed (though untrained) transportation expert who makes his living writing propaganda for pro-road causes...His report is flawed in many respects"... "Cox calls it a 'New Vision,' but it's more like a regressive hallucination."

Texas Observer (June 1999): "Over the last ten years, Wendell Cox Consultancy has been the attack dog for groups opposing public transportation projects—especially light rail and commuter rail—across the country."

* Ed. note: Watch how the argument's reasonable façade disintegrates when you replace references to "the car" and "(the) automobile" with the word "war." Then try "terrorism/terrorist/the terrorist." "Venereal disease" perhaps? New Urbanist Word Scramble is hours of entertainment for the entire family. When you get bored, send us in your own word combinations, c/o Car Cult Review. Sorry for the cheap shot, but we couldn't resist...



Visionen der künftigen Städten



Ökostadt. Eine Stadt

im Gleichgewicht mit der Natur

Stell Dir vor, es ist 100 Jahre später, Ökostädte sind Realität. Sie ragen aus der natürlichen Landschaft, aus Wäldern und Wüsten, heraus. Lass uns durch eine solche Stadt spazieren. Du wirst Dein Fahrrad brauchen, denn es gibt hier keine Autos. Von der Natur aus, erreichen wir schnell das Gemeinschaftszentrum, mit 5-6 stöckigen, multifunktionalen Gebäuden mit Terrassen, die miteinander durch Fussgänger- und Fahrradbrücken vernetzt sind. Vegetation gibt es überall, Früchte und Beeren wachsen auf den begrünten Dächern und Terrassen. Um die Stadtmitte zu erreichen, führt uns Radweg durch wiedereroberte Naturlandschaft, frühere Vorstadt. Im Zentrum sehen wir Wasserfälle, die in tiefe Täler zwischen den 10 bis 20 stöckigen Gebäuden stürzen, die die Luft erfrischen und Regenbogen schaffen, die im Tageslicht glitzern.

Die freie Stadt

Menschen sollten frei sein, zu reisen, wenn auch immer sie möchten, sagt Wendel Cox. Das Ausmaß, in welchem dieses Postulat die Anwendung des Autos oder der öffentlichen Verkehrsmittel forsiert oder nicht, wird nicht gesagt. Die Anti-Sprawl Bewegung hat es nicht geschafft, dies zu widerlegen. Höhere Dichte bedeutet mehr Verkehr, was wiederum eine Reduktion der Geschwindigkeit, mehr Luftverschmutzung, längere Reisezeiten und weniger Freizeit bedeutet. Die Realität eines smart growths ist eine niedrigere Lebensqualität. Die Pro-Freiheitsvision der Stadt, ist ein Produkt menschlicher Wünsche, nicht eines Diktats der StadtplanerInnen. Die Regierungen sollten ökologisch sensible Gebiete schützen, nicht aber Menschen gegen Ihren Willen in überbevölkerte Bezirke zu quetschen. Öffentlicher Verkehr ist wichtig in urbanen Kernzonen, und für Menschen, die sich Automobilität noch nicht leisten können. Aber sie können keine mit Autos konkurrenzfähige Mobilität liefern oder Staus in den grossen Vorstädten reduzieren, wo die meisten Menschen leben und arbeiten.

Neuer Urbanismus

Neuer Urbanismus ist eine architekturelle Bewegung, die ihr Design auf Fussgänger orientiert. Die Charta des neuen Urbanismus listet Prinzipien auf, die beschreiben, wie die neuen UrbanistInnen Städte gern sehen würden: Sie legen Wert auf öffentliche Plätze, Gemeinschaft, multifunktionale Gebäude und Zugang für FussgängerInnen. Autos werden als nützliche Hilfsmittel gesehen, sie sollten aber in selektierten Räumlichkeiten benutzt werden, mit der Hoffnung, dass mit durch Verbesserungen für FußgängerInnen auf Kosten von Autos, Menschen dazu bringen wird weniger Auto zu fahren. Stadtviertel, die von neuen Urbanisten gestaltet sind, haben generell schmalere Strassen. Parken auf der Strasse ist üblich, um die Fussgänger vom Autoverkehr zu trennen, kleinere Blocks mit Alleen um Gebäude herum und alle Gebäude zur Strasse hin geöffnet sind. Viele Städte weltweit haben dem neuen Urbanismus gemäße Projekte realisiert und viele haben es geschafft, den Autoverbrauch unter den BewohnerInnen zu reduzieren.

Auto-freie Städte nach dem Buch

Joel Crawford schlägt ein autofreies Design vor, das in existierende Städten ebenso wie in neue Lokalitäten implementiert werden könnte. Es besteht aus runden, fussgängerorientierten Bezirken, die in 6 Blätter arrangiert sind und miteinander durch ein Metro System verbunden sind, das über eine Haltestelle im Zentrum jedes Bezirks verfügt. Jeder Bezirk hat einen 400 Meter Radius, so daß es von jedem Ausgangspunkt nicht mehr als 5 Minuten Gehzeit zur nächsten Haltestelle bedarf. Die urbane Form jedes Bezirks können variieren: ein organisch, mittelalterlicher Stil und ein radiales Layout könnten Lösungen sein. Kleinere Güter werden mit Velos oder mit kleinen Elektro-LKWs befördert werden, wie diejenigen in Zermatt, in der Schweiz. Grössere Güter brauchen ein unterirdisches Strassensystem, mit dem normale Frachtkontainer befördert werden können.

Arcologie: Die ganze Stadt in einem Gebäude

Arcologie, eine Mischung von Architektur und Ökologie, ist eine Umwandlung eines flachen Metropolis in eine dichtbelebte, komplexe, urbane Umwelt, die vertikal aufgebaut ist. Von AnhängerInnen der Arcologie gestaltete Städte, sollen Interaktion und Zugänglichkeit maximieren, während sie den Energie-, Rohstoff- und Landverbrauch sowie Abfälle und Luftverschmutzung minimieren. Das Hyper Gebäude hat einen Quadratkilometer, urbane Struktur, ist 1000 Meter hoch und beinhaltet alle Aspekte des Lebens. Design dieser Struktur legt Wert auf FussgängerInnen, Ersparnisse der nichterneuerbaren

Energiequellen, die sonst für Autos benutzt würden. Der Automobilgebrauch ist begrenzt auf die äusseren Teile, unter dem Gebäude gibt es eine riesige Garage, in der 64.000 PKWs für rund 100.000 Einwohner, und 30.000 LKWs Platz finden.

Illichville: Amerikanische Grüne Stadt

Illichville ist eine Visualisierung einer kompakten, autofreien Stadt mit 20.000 bis 30.000 Einwohner. Die Stadt ist klein genug, um mit dem Fahrrad oder zu Fuss durchquert zu werden, und sie ist mit anderen Gemeinden durch eine Eisenbahn verbunden. Die Stadt ist von einem grünen Gürtel umgeben. Dieser verfügt über 3 wichtige Ringe, die die agrarwirtschaftlichen Bedürfnisse der Stadt decken: Gärten, Obstgärten, Weingärten und Gemüsefelder, weiters Felder und Wiesen und andere Landwirtschaft, gefolgt von einem Ring mit einem wiederbelebten Terrain für wilde Tiere und Erholung. Fabrikhergestellte Produkte dürfen in der Stadt nicht verkauft werden. Die BesucherInnen können die Stadt als TouristInnen unterstützen, indem sie lokale Produkte und Handwerker mit ihren Einkäufen unterstützen und sich in der postindustriellen, langsamen Lebensweise der Stadt erholen.

Primitivismus

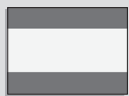
Primitivismus ist eine Lebensweise die auf Entwicklung von Technologien verzichtet. Die anarcho-primitivistische Bewegung ist eine breite und diversifizierte Bewegung mit verschiedenen Ideen einer möglichen Zukunft. Ein Beispiel wäre eine Lebensweise in der Natur, in einer kleinen Gemeinschaft, jedeR in eigenen Familienhäusern, ein bisschen wie die JägerInnen/SammlerInnengesellschaften heutzutage leben. Es gäbe dann vermutlich keine Städte, höchstwahrscheinlich eine höhere Bevölkerungsdichte rund um natürlich gastfreundliche Regionen, wie beispielsweise Höhlen, oder besonders fruchtbares Land. Menschen könnten sich frei durch die Landschaft bewegen, doch wir würden Erfüllung darin finden, auf dem Lande zu leben, anstatt in einer Richtung und es gäbe keine Notwendigkeit für Verkehr.

High-Tech Visionen

Um unsere Städte in autofreie Städte zu transformieren, sagt George Haikalis, müssen wir die Mobilität, die durch Autos und LKWs gedeckt wird, multiplizieren. Er schlägt vor, ein „Supra-Auto“ herzustellen, ein persönliches rapid transit (PRT) System, das auf gehobenen Spuren läuft. Im Unterschied zu anderen PRT Systemen, die anspruchsvolle Haltestellen und Ladeplattformen und Aufzüge benötigen, kombiniert Supra-Auto die Vorteile eines öffentlichen Verkehrssystems mit der Flexibilität des persönlichen Verkehrsmittels. Wenn die Stadt zur autofreien Zone - mit Ausnahme von Supra-Autos - gemacht werden soll, könnten die Strassen zu Fussgängerzonen, Radwegen und Kommunikations-räumlichkeiten gemacht werden. Guy Wera schlägt einen gehobenen, gedeckten und windgestützte Spurbahn für die Velos, in der Art, wie die NiederländerInnen (ohne Windunterstützung) zwischen Amsterdam und Utrecht bauen.

Langsame Städte

Die Gründungsidee hinter der Langsame Städte Bewegung ist Berücksichtigung des Konzepts von gutem Leben im Gegensatz zu schnellem Leben, die ihren Ausdruck in der lokalen Umwelt, Produktion und der Ausnutzung von neuen Technologien für kollektive Wohlfahrt fand. Die Bewegung entstand 1998, und erstreckt sich mittlerweile auf 22 italienische Städte. Sie hat auch InteressentInnen in Deutschland, Grossbritannien, den USA und anderen Ländern gefunden. Die interessierten Städte müssen eine Zahl von Basiskriterien in den Bereichen Umweltmassnahmen, Infrastruktur, Niveau der Produktion von lokalem Handwerk und anderen Produkten, Dienstleistungen und Übernachtungsmöglichkeiten erfüllen. Darüber hinaus, sieht die Mitgliedschaft in der Assoziation die konstante Verpflichtung zur weiteren Entwicklung von Projekten, die diese Parameter verbessern, vor. Unter den Kriterien sind: Schaffung von öffentlichen Grünplätzen, Infrastruktur zugunsten der sanften Mobilität, Wiederbelebung von Originalbe-dingungen in historischen Stadtzentren.



Visiones de Ciudades del Futuro



La Eco-ciudad: Una Ciudad en Equilibrio con la Naturaleza

Imaginate un mundo futuro, dentro de 100 años, en el que abundan las eco-ciudades. Aparecen sobre paisajes naturales, con vistas a bosques y desiertos. Vamos a hacer un viaje a través de una de ellas. Necesitarás una bicicleta, pues aquí no hay coches. Del paisaje natural rápidamente llegamos a los primeros vecindarios, con edificios de cinco o seis pisos de uso múltiple, y con grandes terrazas, unidas por puentes para peatones y para ciclistas. Hay vegetación por todas partes, con frutas creciendo en jardines sobre los tejados y en las terrazas. Para llegar al centro de la ciudad nuestro carril para bicicletas atraviesa zonas declaradas Tierra Natural, que una vez fueron suburbios de la ciudad. En el centro, podemos ver cascadas de agua cayendo sobre cañones entre edificios de 10 a 20 pisos. Estas cascadas mantienen la temperatura de la ciudad a un nivel agradable y crean además rascacielos en la centelleante luz del día.

La Ciudad Libre

La gente debería ser libre para viajar a dónde quieran, dice Wendell Cox. Este concepto no debería tener nada que ver con el uso de transporte público o privado. El movimiento contra el crecimiento desmedido de las ciudades no ha podido sentar sus ideas sobre justificaciones sólidas. Una mayor densidad de población trae consigo un mayor tráfico, menores velocidades de traslado, más contaminación, viajes más largos y menos tiempo libre. Esta realidad supone un decremento de la calidad de vida. La visión pro-libertad de la ciudad consiste en seguir los deseos de sus propios habitantes, no los dictámenes de los planificadores. Los gobiernos deberían preservar las áreas sensitivas desde el punto de vista medioambiental, pero no tiene sentido que agrupen a la población en zonas reducidas en contra de su voluntad. El transporte público es importante en los centros de las ciudades y para la gente cuyo poder adquisitivo no les permite utilizar un vehículo privado, pero no puede proveer una movilidad competitiva o disminuir las congestiones del tráfico en los extensos suburbios donde la mayoría de la gente vive y trabaja.

Nuevo Urbanismo

Nuevo Urbanismo es un movimiento arquitectónico cuyos diseños dan prioridad al peatón. La Constitución de Nuevo Urbanismo enumera los principios que describen cómo los Nuevos Urbanistas querían ver las ciudades: dando más énfasis a espacios públicos, a la comunidad, edificios de usos múltiples, y acceso a pie. Los coches están vistos como instrumentos útiles pero que deben ser mantenidos en su lugar, esperando que las mejoras para los peatones induzcan a la gente a usar sus coches con menos frecuencia. Los vecindarios Nuevos Urbanistas generalmente tienen calles más estrechas, aparcamientos en la calle para proporcionar una barrera entre el tráfico y los peatones, manzanas pequeñas con bocacalles entre los edificios, y todos los edificios en proporción con el espacio compartido en la calle. Muchas ciudades en el mundo han construido nuevos barrios con el estilo Nuevo Urbanista, consiguiendo a menudo reducir el uso de coches entre los residentes.

Ciudades Sin Coches, al Pie de la Letra

Joel Crawford propone un diseño de referencia sin coches que podría ser adaptado tanto a ciudades existentes como a ciudades nuevas. Este diseño consiste en barrios circulares orientados al peatón y organizados en seis zonas conectadas por una red de metro, con una estación en el centro de cada una de estas zonas. Cada zona tiene un radio de 400 m, de forma que ninguna casa esté a más de cinco minutos a pie de la estación de metro de su zona. La disposición de los barrios puede variar, siendo dos opciones posibles la disposición orgánica y la disposición radial. Para la entrega de mercancías ligeras se pueden utilizar bicicletas o camiones lentos operados por baterías, como los utilizados en Zermatt, Suiza. La entrega de mercancías pesadas se podría llevar a cabo a través de un sistema subterráneo.

Arcología, Toda una Ciudad en un Edificio

Arcología, una fusión entre arquitectura y ecología, es una extensión de la idea tradicional de ciudad plana, hacia un diseño urbano complejo que crece en la dirección vertical. Arcología apoya ciudades diseñadas para maximizar la interacción entre los ciudadanos y la accesibilidad a las distintas zonas, minimizando el uso de energía, materias primas y tierra, y reduciendo la cantidad de residuos y la contaminación. El Hiper-Edificio sería una estructura urbana de un kilómetro cuadrado de base y unos 1000 metros de altura, dando alojamiento a todos los aspectos de la vida humana. El diseño de la

estructura pone énfasis en la vida peatonal, por tanto evitando el uso de combustibles fósiles que normalmente operan los vehículos. El automóvil se elimina del centro de la ciudad y se reserva para el exterior. Bajo el edificio hay un enorme aparcamiento con capacidad para 64000 automóviles privados para unos 100 000 habitantes, y 30 000 vehículos comerciales.

Illichville: Una Ciudad Verde Americana

Illichville es una visualización de una ciudad compacta, libre de coches, de unos 20,000 a 30,000 habitantes. La ciudad es lo suficientemente pequeña como para que pueda ser fácilmente atravesada en bicicleta o a pie, y está conectada con el exterior por una red de ferrocarril. La ciudad está rodeada de un cinturón verde, con tres anillos distintos que proporcionan varios servicios: jardines; viñedos y campos para la agricultura; y terrenos naturales para la flora y fauna autóctonas y para la recreación. En esta ciudad se restringe la venta de productos manufacturados en fábricas. Los visitantes apoyarán la ciudad, llegando como turistas, coleccionistas o artesanos, o para relajarse con el lento y simple estilo de vida post-industrial.

Primitivismo

Primitivismo es la búsqueda de maneras de vivir en contra del desarrollo de la tecnología. El movimiento anarco-primitivista es un amplio y variado movimiento que engloba muchas ideas diferentes y posibles visiones de futuro. Por ejemplo, una noción atractiva sería vivir en una extensión de tierra en una pequeña comunidad, cada uno con su propio hogar, viviendo como las sociedades de cazadores-colectores. Probablemente no habría ciudades, pero la densidad de población en zonas naturales más acogedoras, tal como cuevas o tierra fértil, sería más elevada. La gente sería libre de trasladarse sobre la tierra como quisieran, pero encontraría satisfacción en vivir en una zona concreta, sin necesidad de transporte.

Visiones de Alta Tecnología

Para facilitar la transformación de nuestras ciudades en ciudades libres de coches, dice George Haikalis, es necesario conseguir de una manera diversa el nivel de movilidad que ofrecen los coches y camiones. Como solución, propone el modelo de "super-coche", un sistema de tránsito personal rápido (TPR) sobre pasarelas. El super-coche, al contrario de otros sistemas TPR—que suelen tener estaciones alejadas del centro, con numerosas escaleras, vías de paso y ascensores que complican lo que sería un viaje mucho más sencillo en coche—combina las ventajas del transporte público con la flexibilidad y eficacia del vehículo privado. En una ciudad libre de coches, con la excepción del super-coche, las calles podrían ser habilitadas para el uso de peatones y bicicletas, y también para actividades de la comunidad. Guy Wera propone pasarelas cubiertas y con protección para el viento, para carriles de bicicletas, en el mismo estilo que el puente que están contruyendo los holandeses entre Amsterdam y Utrecht.

Ciudades Lentas

La idea fundamental del movimiento "Ciudades Lentas" es un énfasis a la idea de vivir bien en lugar de vivir rápido, en términos de calidad del medioambiente autóctono, fabricación de productos naturales locales y utilización de nuevas tecnologías para el bienestar de todos. El movimiento empezó en 1998, y ha crecido hasta incluir 22 ciudades italianas, y atraer la atención de varios países incluyendo Alemania, el Reino Unido y los Estados Unidos. Los prerequisites para una ciudad que quiera unirse a este movimiento son unos criterios básicos referentes a su política del medioambiente, el grado de producción autóctona de productos artesanos, y los servicios y facilidades de alojamiento. Además, ser socio de la organización implica una dedicación constante a desarrollar proyectos para mejorar estos factores. Entre los criterios están la creación de parques u otros tipos de espacio verde dentro de la ciudad, una infraestructura que apoye nuevos modos de movilidad, y restauración de los centros históricos de las ciudades.

No Way Back to Fes

JEAN ROBERT & SAJAY SAMUEL

Before Randy Ghent went to Fes last winter [see *Car Busters* no. 14], he came to see us in Bremen. We were all guests of Barbara Duden, whose house and garden in “the Viertel” opens on a web of narrow streets that shun the heavy traffic on “the Dobben” but stretch their tortuous ribbons toward the brown shores of the Weser. Here the single-family houses were built by artisans four centuries ago, at a time when the city walls had lost their martial functions and had turned into romantic monuments.

Strolling the streets of this Hanseatic town, we noticed the contrast between its unique places—the Viertel, the Schnoor, the market with the Rathaus and the great Roland statue that protects the free city from encroachments by clerics and lords—and the suburban sprawl of the Osterholz-Tenever district. Rummaging between Dobben and Rathaus, we stumbled upon an array of questions about cities, old and new, pedestrian or automotive:

Why were old cities and towns as different from one another as the taste of their water, the gait and the tongue of their people? Why is it that modern urban developments, impervious to location, climate, and culture, seem to be the same everywhere? Should we contrast the professional design of urban space with the vernacular poiesis¹ of neighbours who generate unique places by inhabiting them over generations? Or should we distinguish between bad designs that maim people and good ones that enhance their innate abilities; between design for people and by people perhaps? Simply structuring a debate between heteronomy and autonomy—between design for and by people—did not reach deep enough. Isn’t “design by people” an oxymoron, a composite expression whose last term contradicts the first? And what is the essence of poiesis, of the acts that have generated Bremen’s Viertel or Fes’ medina? How to catch the atmosphere, the unique halo of mutual presence that hovered upon these dwelling places? If you have had a glimpse of it, how do you protect it from a frame of mind that reduces all atmosphere to designed and marketed spaces?

Challenged to look at the historic mutations of place and space through new

spectacles, we came to recognise design as a modern notion without semantic equivalent in other cultures or periods; as a notion that, because of its seeming triviality, has remained an unexamined and therefore almost unquestionable foundation of the modern mind; a notion that roots modernity in the scientifically “natural.”

Urban design had its origin in the lethal combination of a radical corruption of Renaissance disegno² and a paralysis of vernacular abilities by experts and professionals. Because vernacular dwelling (like Fes) and artistic disegno (like 16th-century Florence) were both fundamentally unprofessional, it is impossible to build either type of city in the modern context—that is, under the regime of design. The modern certainty that Bremen’s Viertel is no less designed than Los Angeles is based on confusing design with vernacular dwelling or artistic disegno; on assuming that those who lived before us did to themselves what professional designers now do to their clients.

Urban design is the professionally planned encroachment on people’s basic liberties in the name of their needs; the replacement of the freedom to act with the consumption of services. Need is a uniquely modern form of abasement. Need is what professionals feed upon; what transforms dwelling into housing; what, if unquestioned, impels people to treat themselves as clients who engage in self-service. To live with design in one’s head is to live in a world of categories that renders one numb to the atmosphere of mutual presence which is the essence of dwelling.

Rejecting design in this wholesale manner entails something of a no-way-out. After all, most criticism of the idea of planning future cities relies on improving and reforming this or that aspect of designed spaces, in proposing alternative designs. Ecological homes, pedestrian-friendly

suburbs, city spaces engineered for a dense variety of uses, and the integration of future residents in the design of their housing can be examples of such proposals. For the crusading urban reformer neither Bremen’s Viertel nor Fes’ medina can become resources for redesigning cities.

To replace bad design with good design makes as much sense as throwing good money after bad. There is no way back to the past: you must refuse Osterholz-Tenever but there is no boat for you, no way back to Fes. There are no general recipes, no

magical blueprints, no universal formulae to carry us out of the boring, noisy, stinking and destructive mess of modern urban design. The myriad arts of dwelling by which people inhabited their places cannot be blueprinted or modelled; to dwell is an act that is done and not a service that is paid for. In arguing for a radical refusal of the regime of design we may be labelled naïve romantics or

irresponsible academics. Yet, “there are more things,” to recall Borges’ words. Everything that has a beginning can also have an end. Instead of naïvely proposing “alternatives” that new professionals will co-opt and that their systems will absorb, it would be better to confront the impossibilities of our time squarely and to meditate on the meaning of hope when expectations are bleak and alternatives futile.

Modern design, which has a beginning, will end. To hasten that end we propose to question its basic assumptions. Joe Dodds’ excellent piece in the recent issue of *Car Busters*³ is a first step in that direction: “The need to transport, feed, employ, educate and somehow entertain millions of densely concentrated people leads to cultural decline.”ⁿ

Jean Robert is the author of *Le temps qu’on nous vole* (1980). Sajay Samuel is an independent scholar working on the political history of professionalism. Both are active in PUDEL, a radical thinkery formed by friends and colleagues of Ivan Illich. Robert and Samuel are currently preparing a series of four books for *Car Busters*, burrowing deeply into the historical assumptions underlying transportation.

¹ Poiesis means “just doing”—by which, from Japan to Africa, from Haitabu in the North to Ouarzazate in the South, people have created places of unspeakable beauty by inhabiting-building them over generations, according to common sense—the local perception of what is appropriate and fit, here and now.

² “Disegno was the act by which an artist

actualises an idea that has been implanted in his mind by God,” establishing a proportional correspondence between this and another world. Giorgio Vasari, *Lives of the Artists*, New York, Penguin Books, 1987, p. 19.

³ Joe Dodds, “The Politics of Urban Form,” in *Car Busters* no. 14, April-June 2002, pp. 20-24 (quote by Murray Bookchin; emphasis added).

Car-Free Cities for All!

(Not Just the Rich)

STEFAN BUZAR

Transport activists beware: the “anti-car” agenda is being kidnapped by corporate urban developers. Though the reasons are simple, they are not easily obvious. Car-free areas are devoid of congestion, noise and pollution; they are nice places to live. But nice places are also expensive, and hence those who cannot afford to live in them are pushed to the poorer, car-infested parts of the city. This division exists in most of the large European and American cities; but it is quickly emerging in many developing-world cities as well. And the spatial gap is likely to continue deepening, as social exclusion increases while automobile traffic migrates to the poorer parts of the city.

The concentration of car-induced congestion and pollution in socially excluded urban districts is a “post-industrial” phenomenon. It is typical of capitalist cities undergoing transformations in the urban core and inner-city areas. These changes are usually initiated by informal alliances of city governments and corporate actors, aimed at “revitalising” and “redeveloping” strategically selected areas of the city centre and/or suburbs. “Redevelopment” generally involves refurbishing the housing stock and pedestrianising streets. Swanky plazas lined with shops and restaurants infest the landscape while upscale condos and penthouses are erected. Rents skyrocket as landlords realise that they can attract young professionals and wealthy retirees as tenants. In other words, “gentrification” has taken place.

But capital inflow in some areas is accompanied by disinvestment in others. These are also the neighbourhoods that house the victims of gentrification—working-class families who cannot afford the high rents and utility expenses. While many of them don’t even own a car, they are forced to live in areas where public transport is poor, and congested motorways (needed by the “gentry” to drive to work) scar the landscape. Moreover, the migration of the have-nots to peripheral areas increases the commuter belt around the city, creating an even greater need for fossil fuel-based mobility in areas where rail infrastructure is poor or non-existent.

I have spoken to heaps of transport

activists who find this happening in their own towns. Before being rated as the place with the highest quality of life of any major North American city, the Montreal neighbourhood of Plateau Mont-Royal had the lowest car ownership in the city. But property prices have exploded since, resulting ironically in increased car ownership. In Breaking Gridlock, Jim Motavalli describes the Orenco Station development in Portland, Oregon, where traffic calming and other pedestrian-friendly measures was followed by the construction of houses (ranging from US\$192,000 to \$250,000) for retirees and double-income high-tech workers. According to Motavalli, all the houses feature front porches, broad sidewalks and extensive gardens, and are within walking distance of the town’s manicured centre, which sports a Starbucks and an Indian restaurant.

In many similar “regeneration” schemes in the UK (for instance, the city centre of Southampton or the Spitalfields market in London), the supposed benefits of traffic calming and pedestrianisation have been one of the main weapons in the hands of developers. It is very difficult to oppose “sustainable” transport, especially if you are an anti-car activist. But this is where the problem begins: as long as car-reduction measures are not extended to the entire city, the removal of automobiles in one district can result in increased car use in another. And it is not by sheer coincidence that the benefits of car-free neighbourhoods are enjoyed mostly by the rich and powerful.

The logic of “lulism” (LULU: Locally Unwanted Land-Use) is one of the biggest obstacles towards more integrated solutions and actions. Many anti-car activists are happy to see cars being simply driven out of a particular neighbourhood, without realising that more work is needed at the city level (if only). Fundamental carbusting requires simultaneous investment in public transport and cycling infrastructure, while reducing the need for car travel. Everyone should have the right to live in a car-free city, not just those who can afford it. n

Stefan Buzar is an energy researcher at the Environmental Change Institute in Oxford, UK, and a green political activist.

West Palm Beach: From Crack Cocaine to Mediterranean Stucco

West Palm Beach, Florida, in the early 1990s was almost broke, had a downtown nearly devoid of life, and was featured on a TV documentary called “CrackAmerica.”

Desperate to turn things around, the city tried innovative traffic calming combined with private and public investment. The city has since become a model for taming the automobile. Once 80 percent vacant, commercial buildings are now 80 percent occupied. Commercial rents have risen from \$6 per square foot to more than \$30 in downtown areas that have been traffic-calmed. Property values have doubled. The Gap and Banana Republic have moved in, along with an array of restaurants, bars and clubs providing upscale nightlife.

Inner-city residential property values and rents are of course rising too—good for homeowners but often fatal for renters: While West Palm Beach has had an incorrect reputation of being a wealthy city, the truth is that 48 percent of its population of 80,000 is low/moderate income. These people generally live in the pre-suburb, older areas of the city, north and south of the downtown. At least that’s where they have lived up ‘til now...

Says city planner Ian Lockwood: “The demand to live in the two neighbourhoods [closest to the downtown] is growing as quickly as the quality of life.” Yes, crime and traffic are down; civic pride, community life and investment are up. But what is being done to keep inner-city living affordable? Taking the model to its logical extreme, won’t such cities follow the European model, with the wealthy and the poor switching places, the latter retreating to the automobile-infested suburbs?

Signalling what’s to come, West Palm Beach has just built “CityPlace,” an upscale 72-acre, US\$550 million New Urbanist development featuring 600,000 square feet of retail, 770,000 square feet of offices, a 20-screen movie theatre, ten “destination restaurants,” a cultural centre, as well as an 800-room hotel, 600 apart-ments, a convention centre, aquarium and arena. Let’s not forget the spectacular 2,500-square-foot fountain with “a dynamic display of dancing light and water”!

With housing called “The Residences at CityPlace” marketed as “a secluded enclave” in Southern Mediterranean style—“set against a rich colour palette of terra cotta, salmon, burgundy and mustard”—even the West Palm crack dealers of yesteryear can gauge the income level of the new residents. You even get designer track lighting, pre-installed cable Internet access, and sliding glass doors with decorative mullions (whatever they are) opening to a private balcony! - RG

gent·def·e·ca·tion (jen-trə-fī-kā'shan) = [GENTRY + DEFECATION]
1. The upper classes shitting on the lower classes by forcing them from their neighborhoods through a system of increased property values. 2. The bleaching of a socially and ethnically diverse community. 3. Someone else's reality.



Here's what some of the people with letters after their names have been saying. You'll need to seem clever if you want to change the world, you know.

Congestion Is Even More Complicated Than You Thought

A study named "Road Traffic Congestion: the Extent of the Problem" by Sustainable Europe Research Institute summarises and criticises different models of calculating the cost of congestion. While the whole concept of assigning simple (monetary) values to complex issues such as congestion can be criticised, the study contains very interesting points about congestion and shakes our religious belief in numbers.

Modern congestion is traditionally estimated to cost between 0.1 to 15 percent of Gross Domestic Product (GDP). The huge differences in estimates are due to numerous methodological and also deeper conceptual problems.

To begin with, defining congestion is a problem. If it is defined as "decreasing speed of travelling", it counter-intuitively turns out that congestion has halved since 1970. The more generally accepted, but practically complex definition of congestion is "the resistance on traffic movement as the number of vehicles increases towards saturation."

Another problem is choosing the reference situation—the non-congested flow. Traditionally it has been a "free-flow" situation, i.e., empty roads. However, the cost of building such a mythical road network would overtake that of congestion and would be impossible due to lack of available space. The current method therefore is to use the "economically optimally congested" road network as a reference, but there is no consensus as to whether this is reasonable either.

Costs of congestion are traditionally measured by assigning a value to the time lost. Other consequences such as stress, increased pollution, accidents, etc., are not counted. The study suggests that cost of congestion is around a consensus figure of 0.5 percent of GDP while other external costs of road transport amount to more than 7.2 percent. It also notes that the time lost due to congestion is only a fraction of time spent working to pay the costs of maintaining the car in the first place, which makes congestion sound even less serious a problem.

This is the situation when studying traffic in a fairly static sense. However, the amount and nature of traffic is rather dynamic in reality. The so-called rebound effect suggests that more congestion

actually means less traffic, as people will voluntarily choose to use alternative methods of transportation. Even more, it has been suggested that average time spent on travelling is actually quite independent of external conditions and amounts to about 90 minutes per day. People voluntarily choose to do less unnecessary travelling, move closer to their workplaces, etc., when the time used for travelling becomes too high. If this is true, congestion doesn't actually cause any loss of time, and reduces other external costs (such as pollution), since people choose to travel less.

As a conclusion, although the issue is not clear, the main costs of transportation seem not to be due to congestion, but to traffic itself, independent of whether traffic is congested or not.

- World Transport Policy & Practice vol. 8, no. 1, <www.ecoplan.org/wtpp/>

Children Like Cars

A British study shows that although children like cars, they are aware of their environmental implications. Children of age 4 to 11 prefer cycling over cars, and cars over walking and busses. The majority of them thought they would buy a car when they grow old. Some children of only four years were able to distinguish between different brands of cars while others of the same age could identify some environmental problems connected with car use.

The obvious conclusions were made: that children's attitudes are affected by their families and toys and increasingly so by the media as they grow. Environmental education would thus be most effective if started in early age.

- World Transport Policy & Practice vol. 8, no. 1, <www.ecoplan.org/wtpp/>

And About Those Other Costs...

Amici della Terra (Friends of the Earth Italy) in cooperation with Italian Railways published a study this March about the external costs of transportation. The study covered passenger and freight transportation by rail-way, air and road. The study was concerned about five types of costs: greenhouse gases, (local) air pollution, noise, accidents and congestion. Values of these are all highly complicated if not impossible to measure (see above). The study was done in Italy, but should give approximate results for other countries as well.

Total external costs of transportation in

Italy in 1999 were found to be approximately EUR 100,450 million, of which 94.5 percent originates from road transportation. The distribution of costs is shown in the chart. The majority of all costs (67 percent of road, 58 percent of rail and 91 percent of air transportation costs) are due to passenger transportation, the rest due to freight.

The study mentions that the figures given are probably underestimations due to range of problems including a lack of data, preventing full analysis of some areas; the traditional approach chosen which covers only the costs absolutely necessary for the operation of vehicles (fuel), neglecting many auxiliary products; and that only the above mentioned five types of external costs were analysed.

- see the Italian Railways' web site:
<www.fs-on-line.it/ambiente>

Latest Health Risk: Car Interiors

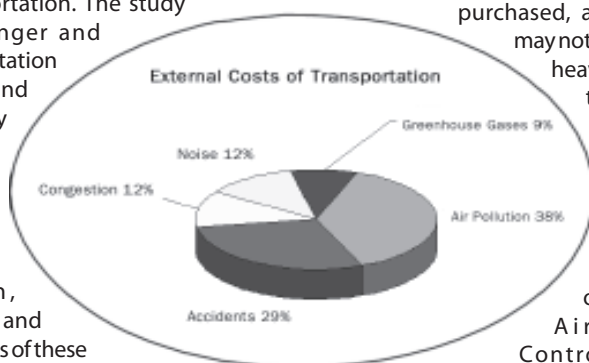
Research done by Australia's Commonwealth Scientific and Industrial Research Organisation (CSIRO) has found high levels of toxic emissions in new motor vehicles for six months or longer after they leave the showroom.

During its two-year study, CSIRO found out that total Volatile Organic Compound concentrations were initially very high (up to 64,000 micrograms per cubic metre) in cars three to ten weeks after manufacture—in other words, just as they reach the market. Controlled exposures of human subjects by other researchers to a 22-compound mixture at concentrations of less than half this have produced ill-effects within minutes.

Air toxics being emitted inside new cars during the CSIRO study include benzene, acetone, cyclohexanone, ethylbenzene, MIBK, n-hexane, styrene, toluene and xylene isomers.

"To avoid some exposure to this toxic cocktail, people who buy new cars should make sure there is plenty of outside air entering the vehicle while they drive, for at least six months after the vehicle has been purchased, although this may not be possible in heavy traffic due to air toxics from car exhausts," says Dr. Steve Brown, head of CSIRO's Air Quality Control research programme.

- see <www.csiro.au>



Book Reviews

Critiques de livres • Rezensionen • Reseña de libros



To save all you hard-working activists the time and energy of reading all the new books out there, we bring you our very own book reviews to help you decide where to devote your attention.



Ecocities

Building Cities In Balance With Nature
Richard Register, 2002, Berkeley Hills Books,
US\$17, ISBN 1-893163-37-7. Available from the
Car Busters Resource Centre - see p.28.

By the time the white man found and destroyed the Aztec civilisation, they had invented the wheel as a novelty toy, never realising the incredible efficiency that it could lend to movement. So, says Richard Register, is the ecocity waiting to be realised. In *Ecocities*, he makes a compelling argument that the ecocity is something we've been aiming toward all along without knowing it, and which has always remained tantalisingly over the horizon. Put another way, *Ecocities* attempts to draw to a logical conclusion the efforts of environmentally conscious city builders throughout history, taking in cities like Bogotá, Colombia; Curitiba, Brazil; and Waitakere, New Zealand, and reaching back to the Indian pueblos of the southern US and Çatal Hüyük in Turkey.

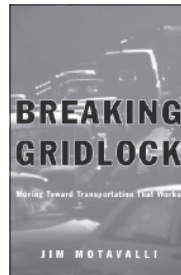
The result is a new system of city planning which takes into account water courses, wildlife migratory routes and natural vegetation in its zoning principles and promotes tall, high-density pedestrian/cycling urban centres: a "three dimensional adult jungle gym," borrowing from, and inspired by, the single-structure cities of Paolo Soleri's "Arcology" concept. We go into the structure of a future Ecocity on p. 12 of this issue.

Register's clear city vision is described amongst accounts of the practical work going on today which may one day yield the evolution into this organic city in balance with nature, including his own work first with Urban Ecology and then Ecocity Builders in California. There's a practical how-to guide to redesigning your own city to the principles of "ecocitology," given with an exhortation just to "plunge in...take the initiative from the planners, citizens and developers."

This is a book filled with ideas, all enthusiastically described, most convincing, many extremely feasible and some which seem destined to influence urban planning of the future. Register's descriptions of future ecocities go where these ideas take them: to freight transport by rail into the lowest levels of buildings, recycling collection by gravity down to street level, and even the design of the roller skates which might be used by the paramedics as they push their gurneys across the city are all described with ingenuity.

In the flow of ideas, though, the balancing arguments are rarely given, and all opposition to ecocity building is put down to vested interest and conservatism. There is no mention of the inherent problems of high-density housing which should be addressed in such a prescriptive work—such as the creation of ideal conditions for fires and epidemics, the increase in the urban wildlife of the kind that isn't welcome or healthy, and the problem of noise, whether from the light industry working amongst the residential areas or just humanity (can you rock and roll in an ecocity?). These are the kinds of problems, at least in people's minds, that make high-density housing avoided today. The section on the economics of ecocity development, with its proposed green funds, heavy government investment in "green" industries, precisely planned development and systems of transport incentives, seems a million miles away from what is possible in these days of meagre public funds, and may scare those of us uneasy with our representatives so closely bound to industry.

But as Jaime Lerner, mayor of Curitiba, and Register agree: "We can't wait until we have all the answers, because if we do that, we will wait forever." The ingenious ideas which fill this book need to go out and meet the wide world now. n - RL



Breaking Gridlock

Moving Toward Transportation That Works
Jim Motavalli, 2001, Sierra Club Books
US\$23, ISBN 1-57805-039-1

In *Breaking Gridlock*, Jim Motavalli (editor of *E Magazine* and author of *Forward Drive: The Race to Build "Clean" Cars for the Future*) sets out to move beyond the "long shelf [of] books urging us to take a more sane approach to our transportation future"—books which, according to Motavalli, tend to offer prescriptions for reform and leave it at that.

In his attempt to find out why transportation alternatives are being held back in the United States, Motavalli does an excellent job presenting a very lively and readable journalistic investigation into the dilemma. He even managed to interview 91 people, many of them in person, including the CEO of Ford Motor Company.

But for all of Motavalli's meticulous research and his strength in communicating with the general public, the end product remains somewhat superficial; his investigation tends to ask the wrong questions and ask them narrowly, producing "solutions" to parts of problems, "solutions" which you've heard proposed time and time again, especially techno-fix "solutions" (including personal air cars!), which seem to create more problems than they solve.

Somehow despite this, I was still captivated enough to read the book in three sittings. The up-close look at five US cities was particularly interesting, especially when later compared to European cities such as Zurich and Copenhagen.

But rather than learning from Copenhagen's successful 34-year experience in gradually reallocating public space from driving and parking to walking and cycling, the book focuses on how motorists might somehow be convinced to use alternative transportation en masse without such a reprioritisation of public space, and without moves toward Copenhagen's density levels.

Fundamental cutting-edge concepts are either glossed over or altogether absent; transportation is treated as an isolated issue, something to be improved with the right technical know-how combined with engineering for speed and efficiency.

The omission of traffic generation and evaporation was particularly glaring—inexcusable considering the *Breaking Gridlock* title and theme. Motavalli would have been an ideal writer to advance these key concepts from the arcane world of transportation academia to the minds of the general public.

The liberal quoting of transportation thinkers and doers is one of the book's strong points, but it seems that every time someone quoted raises an important point that should be expanded upon, the reader is quickly steered away toward the relatively trivial.

And rather than exploring how to curb our appetite for speed, the book takes it as a given that the US will move into the future with ever-increasing hypermobility. Its pitfall lies in assessing a shopping list of transportation modes (devoting a chapter to each) within this fatally flawed context—a context within which pedestrian environments will rarely be more than luxury retreats from the rat race. High-speed rail is discussed in a wholly positive light, without regard to its contribution to induced mobility, time theft, time scarcity, excessive energy consumption, environmental destruction, social stratification and the hierarchisation of destinations. The aviation chapter considers "congestion" to be the central problem with air travel, so once again, the discussion is limited to how we might make the traffic flow smoother, and perhaps cleaner (inducing more demand, allowing air traffic to continue its alarming skyward rise according to the industry's self-fulfilling predictions).

If the goal is "moving toward transportation that works," the ways forward have largely been known for some time. The problem is not a lack of information, but a lack of political will and commitment due in part to vested interest in the status quo. Despite being entertained all the way through, in the end I questioned whether *Breaking Gridlock* should be added to the world's already long and crowded transportation bookshelf. n - RG



Ooo!...aaah!... It's the Car Busters Resource Centre, where you can consume guilt-free to your heart's content. No, honestly, you can.

BOOKS

Ecocities

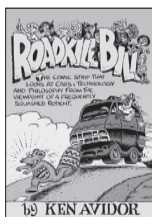
NEW!
Building Cities in Balance with Nature
Richard Register, 2002, 290 pages
EUR 20, £13, US\$20, AU\$32, CZK 680



Ecocities outlines a compelling strategy of how to work towards a human habitat that is a boost rather than a drain to the planet's biodiversity. The book is written for planners, architects, environmentalists, activists and anyone who wants to be part of a creative and compassionate process.

Roadkill Bill

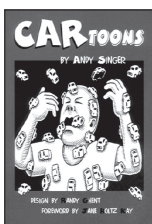
Ken Avidor, 2001, 108 pages
EUR 10, £6.50, US\$10, AU\$18, CZK 150



It's the comic strip that looks at cars, technology and philosophy from the viewpoint of a frequently squashed rodent. Here the wonderful, provocative, amusing and sometimes gruesome cartoons are collected together for the first time. Avidor gives voice to the suffering soul of humanity that feels bulldozed and paved over by industrial technology run amok.

CARtoons

Andy Singer, 2001, 100 pages, optional CD-ROM contains high-resolution TIF images of all graphics
Book: EUR 10, £6.50, US\$10, AU\$18, CZK 150
CD-ROM: EUR 4, £2.50, US\$4, AU\$8, CZK 80



CARtoons compiles Andy Singer's infamous artwork and makes nearly 90 graphics available for free nonprofit reuse. Features seven chapter texts and a compilation of hard-hitting quotations. A personal and provocative look at our relationship with the car, from Ford's first assembly lines to today's "drive-through" society. *CARtoons* doesn't just take a bite out of car culture, it chews it up and spits it out.

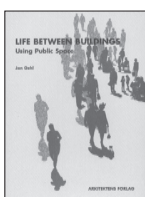
New City Spaces



Jan Gehl and Lars Gemzøe, 2001, 263 pages
hardcover: EUR 50, £30, US\$45, AU\$90, CZK 1,665

This beautiful, thoughtful and informative book details the development of public space and public life worldwide over the past 25 years. Through colour photos, text and diagrams, it highlights 39 public spaces that have been won back from traffic.

Life Between Buildings



Jan Gehl, 2001, 202 pages, fourth English edition
EUR 20, £12, US\$18, AU\$32, or CZK 680

A classic is republished and revised. This book is the best source for understanding how people use urban public spaces. Published in many languages since 1971, it is a

Divorce Your Car

Ending the Love Affair With the Automobile

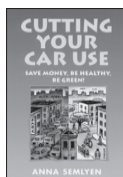


Katie Alvord, 2000, 320 pages
EUR 20, £12, US\$18, AU\$32, or CZK 680

Divorce Your Car! speaks to individuals, encouraging readers to change their own behaviour without waiting for broader social change. It provides all the reasons not to drive and the many car-free alternatives.

Cutting Your Car Use

Save Money, Be Healthy, Be Green!



Anna Semlyen, 2000, 160 pages
EUR 8.25, £5, US\$7.50, AU\$13, or CZK 280

Britain's first personal traffic reduction guide. Packed with constructive, easy-to-follow, practical advice. For anyone who wants to cut their car use, or give up the car completely.

Carfree Cities

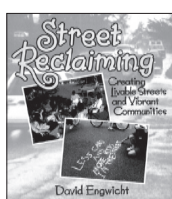
J.H. Crawford, 2000, 324 pages, hardcover
EUR 33, £20, US\$30, AU\$55, or CZK 1,100



An unapologetic argument for car-free cities combined with a detailed and well thought out plan, the book outlines a city structure carefully designed to minimise environmental impact and maximise quality of life. It gives practical suggestions for implementing Crawford's car-free design in new and existing cities.

Street Reclaiming

Creating Livable Streets and Vibrant Communities



David Engwicht, 1999, 207 pages
EUR 19, £11, US\$17, AU\$28, or CZK 600

Street Reclaiming not only celebrates the potential of our streets to become vibrant centres of culture and community once again—but also shows you how you can make it happen, whether you're a city official or a resident. A quantum leap beyond traffic calming, the book contains a host of ideas and tools for reclaiming your streets.

Sustainability and Cities



Overcoming Automobile Dependence
Peter Newman and Jeff Kenworthy, 1999, 350 pages
EUR 44, £27, US\$40, AU\$70, or CZK 1500

The authors make the case that the essential character of a city's land use results from how it manages transport, and that only by reducing car dependence will we be able to successfully accommodate all elements of the sustainability agenda. Includes an updated survey of global cities that examines a range of sustainability factors and indicators, and, using a series of case studies, demonstrates how cities around the world are overcoming automobile dependence.



Public Spaces - Public Life

Jan Gehl and Lars Gemzøe, 1999, 96 pages
EUR 26.50, £16, US\$24, AU\$42 or CZK 900

This beautiful book filled with colour photos and maps

Alice in Underland

Wolfgang Zuckermann, 1999

EUR 11, £7, US\$10, AU\$18, or CZK 350

"A curious mixture of nonsense, social satire and surrealist fairy tale, which takes the classical Alice through the dreary landscape of suburban America." Entertaining and insightful.

Wise Fool Basics

K. Ruby, *Wise Fool*, 1999, 96 pages

EUR 12, £7, US\$11, AU\$18 or CZK 400



Giant puppet building, street theatre tips, stilt-making...A fantastic book full of useful information and inspiration for making direct action imaginative, artistic and creative. Loads of diagrams and photos.

Car Busters Graphics Book

Car Busters, 1999, 44 pages
EUR 5.50, £3.5, US\$5, AU\$10, CZK 180



Our *Graphics Book* brings together some of the best graphics on file at Car Busters. Includes info on how to produce attractive fliers, posters, etc. The graphics can be reproduced freely.

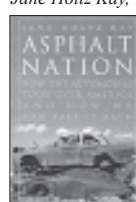
Direkte Aktionen oder Die kleine Blockadefibel

Anonymous, 1999, 52 pages, EUR 3.50 or equivalent

Das Beste aus dem berühmt-berüchtigten Buch Road Raging: Top Tips for Wrecking Road Building. Hilfreiches für Protest-camps, Strassen-parties, Kran-blockaden, Car Walking, Subvertising, Informationen zu Rechtlichem und Gruppenprozessen.

Asphalt Nation

How the Automobile Took Over America and How We Can Take It Back
Jane Holtz Kay, 1998, 440 pages



EUR 20, £12, US\$18, AU\$32, or CZK 680

Asphalt Nation is a powerful examination of how the car has ravaged America's cities and landscape over the past 100 years, together with a compelling strategy for reversing our dependency. Demonstrating that there are economic, political, architectural, and personal solutions, Holtz Kay shows that radical change is entirely possible.

Home from Nowhere

Remaking Our Everyday World for the 21st Century

James Howard Kunstler, 1998, 320 pages
EUR 15.50, £9, US\$14, AU\$24, or CZK 525



Kunstler offers a way back from the "tragic sprawlscape of cartoon architecture, junked cities, and ravaged countryside" that he described in *The Geography of Nowhere*.

Nowhere. Kunstler calls for the res-toration of traditional architecture, sensible urban design principles, and the development of public spaces that meet people's need to interact with one another.



Direct Action Manual

Earth First!, 1998, 152 pages
EUR 6.60, £4, US\$6, AU\$10, or CZK 150

In a Hurry?
Order from <www.carbusters.org>.

Bike Cult

The Ultimate Guide to Human-Powered Vehicles
David Perry, 1995, 570 pages
EUR 26.50, £16, US\$24, AU\$48, or CZK 800



Packed with pictures, this book is a complete guide to (and celebration of) cycling as transport, recreation, sport and way of life. Perry goes beyond just bikes and addresses HPVs of every kind—from bedrock to high-tech, from Leonardo to Schwinn, from rickshaws to rollerblades.

The Geography of Nowhere

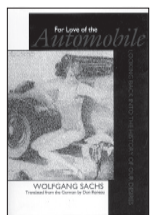
The Rise and Decline of America's Man-Made Landscape
James Howard Kunstler, 1994, 304 pages
EUR 15.50, £9, US\$14, AU\$24, or CZK 525



Explores and deplores the privatised suburban wasteland that makes up so much of North America today. Not the most technical book on the subject of sprawl, but certainly one of the most entertaining, passionate, readable and accessible. The predecessor to Kunstler's *Home from Nowhere*.

For Love of the Automobile

Looking Back Into the History of Our Desires
Wolfgang Sachs, 1992, 227 pages, hardcover
EUR 44, £27, US\$40, AU\$70, or CZK 1500



Far more than a means of transportation, the automobile has become a cultural icon for our times. Examining the history of the automobile from the late 1880s to the 1990s, Sachs shows how the car gave form to the dreams and desires embedded in modern society—for speed, independence, comfort, status and power—and reshaped our very notions of time and space, our individual and societal values, and our outlook on progress and the future.

Family Mouse Behind the Wheel

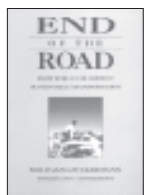
Wolfgang Zuckermann, 1992, 30 pages
hardcover: EUR 11, £7, US\$10, AU\$18, or CZK 350



This colourful book teaches children the problems of car culture through the eyes of a family of anthropomorphised forest mice, who decide to buy a car, build a road into their previously intact forest, and eventually, create an urban hell. An eye-opener complete with the obligatory moralistic message.

The End of the Road

From World Car Crisis to Sustainable Transportation
Wolfgang Zuckermann, 1991, 300 pages
EUR 11, £7, US\$10, AU\$18, or CZK 350



There are half a billion cars on the planet, and this book takes a long, hard look at the contrast between the image and the reality of this fact. Zuckermann offers 33 "ways out" of our car dependence, including pedestrianisation, alternative transport modes, restructuring public transport and rearranging our lives.

An Intl. Sourcebook on Automobile Dependence in Cities 1960-1990

Jeff Kenworthy, Felix Laube et al., 1999, 737 pages
EUR 110, £65, US\$100, AU\$200, or CZK 3,700
Detailed data on land use, private and public transport, energy, environment, and economics in 46 metropolitan areas in the U.S., Australia, Canada, Europe and Asia. Includes many tables, diagrams and colour maps, as well as a comprehensive methodology chapter

"FREESOURCES"

A growing selection of free texts available in several languages and file formats from <www.carbusters.org>:

- *Energy and Equity* by Ivan Illich
- *The Social Ideology of the Motorcar* by André Gorz
- *Hypermobility* by John Adams
- *The Secret History of Lead* by Jamie L. Kitman
- *American Ground Transport* by Bradford Snell
- *Time Pollution* by John Whitelegg
- *The Importance of the Car to the Modern Economy*
- *Depaving the World* by Richard Register
- *Road Raging: Top Tips for Wrecking Roadbuilding*
- *Evidence on the Effects of Road Capacity Reduction on Traffic Levels* by Phil Goodwin et al.

CAR BUSTERS BACK

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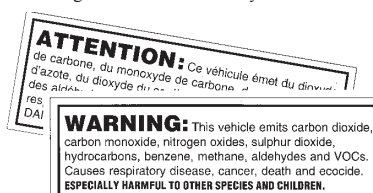
STICKERS



"One Less Car" Bike Stickers

Available in Czech, Dutch, English, Finnish, French, German, Norwegian/Swedish/Danish, Polish, Romanian, Serbo-Croatian, Slovakian and Spanish. Sized for bike frames, water-resistant. Ten stickers: EUR 2, £1.30, US\$2, AU\$3, or CZK 40

The famous "One Less Car" sticker has become multilingual. Show drivers that your bike is not a part



of the traffic problem.

"Cancer Warning" Stickers

Big hard-to-remove stickers for cars.

Available in French, German, English, Spanish, Serbo-Croatian and Czech.

For 15 stickers: EUR 3, £2, US\$3, AU\$5, or CZK 80



Stop-Sign Improvement

One: EUR 0.75, £0.50, US\$0.75, AU\$1.50 or CZK 25
Ten: EUR 6, £4, US\$6, AU\$11 or CZK 200

Forty-six centimetres long. Bright red. These big glossy vinyl stickers are just the right size to go under the word "STOP" on stop signs. You can see them all

PAYMENT INSTRUCTIONS

MAIL-ORDER RESOURCES

Shipping is included in all listed prices (surface rate outside Europe). We accept US, British, French and Australian cheques. Credit card payments can be made on our web site. We also accept international postal money orders (payable in CZK or US\$), and even cash in the currencies listed below (and haven't had problems with this so far).

Send payments to: Car Busters, Krátká 26, 100 00 Praha 10, Czech Rep.

MAGAZINE SUBSCRIPTIONS

COUNTRY	ONE YEAR	TWO YEARS
Australia	18.50 Dollars	32.50 Dollars
Czech Rep.	130 Korun	230 Korun
Eurozone	15 Euro	26 Euro
UK	7.50 Pounds	13 Pounds
US	15 Dollars	26 Dollars

CAR BUSTERS MEMBERSHIPS

Member: EUR 30, £20, US\$30, AU\$40, CZK 300
Supporter: EUR 50, £30, US\$50, AU\$60, CZK 300
Saviour: EUR 100, £60, US\$100, AU\$120

Membership benefits/premiums are described on the following page.

The prices above are calculated for "First World" residents, in each of the currencies that we accept. Single copies cost EUR/US\$3 or equivalent. Eastern Europeans and "Third World" residents wanting magazine subscriptions or single copies can pay 1/3 the Western rate.

Distribution Orders (5 or more copies): EUR/US\$2 each or equivalent (you sell at EUR/US\$3 and keep the difference). In Eastern Europe and the "Third World," you buy at EUR/US\$0.66 and sell at EUR/

VIDEOS/OTHER



We Are Traffic!

1999, 50 min., specify PAL or NTSC format
EUR 25, £17.50, US\$25, AU\$47, or CZK 886

This video chronicles the history and development of the "Critical Mass" bicycle movement from its beginnings in San Francisco in 1992 to its spread across the globe.



Return of the Scorcher

1992, 30 min., specify PAL or NTSC format
EUR 25, £17.50, US\$25, AU\$47, or CZK 886

This documentary looks at bike culture and lifestyles around the world with beautiful and inspiring scenes of bike use filmed in China, The Netherlands, Denmark and the USA.



MATE Booklet and Map

(Map of Activities on Transport in Europe)
A SEED Europe, 2000
EUR 7, £4, US\$7, AU\$12, CZK 250

A comprehensive guide to what is happening in the spider-like murky web of European transport including an overview of TENs and TINA projects.

Not Finding What You're Looking For?

Detour Publications carries over 130 books and other resources on transportation and urban ecology, all available at a 10% discount to Car Busters members/subscribers.

www.detourpublications.com



CAR BUSTERS AIMS TO BUILD AND MAINTAIN THE INTERNATIONAL CAR-FREE MOVEMENT. ITS PROJECTS AND PUBLICATIONS ASSIST PEOPLE AROUND THE WORLD TAKING ON CAR CULTURE AND PROMOTING ALTERNATIVE WAYS OF LIFE. CAR BUSTERS AIMS TO FACILITATE EXCHANGE AND COOPERATION AMONG ACTIVISTS AND CAMPAIGNERS, REACH OUT TO THE PUBLIC, INSPIRE NEW ACTIVISTS AND CHANGE THE WORLD.

- INTERNATIONAL QUARTERLY MAGAZINE
- PRINT AND ON-LINE RESOURCE CENTRE
- BI-ANNUAL EUROPEAN CONFERENCES

- WORLD CAR-FREE DAYS COORDINATION
- MONTHLY E-MAIL NEWS BULLETIN
- WORLDWIDE CONTACT DIRECTORY

- AUTOHOLICS ANONYMOUS
- INDEPENDENT BOOK PUBLISHING
- INTERNATIONAL ACTIVIST NETWORK

JOIN CAR BUSTERS TO-

- o **Member - US\$30/EUR30/£20***
[includes a one-year magazine subscription, a copy of Andy Singer's "CARtoons", and an assortment of bike stickers]

- o **Supporter - US\$50/EUR50/£30***
[includes a one-year magazine subscription, a copy of "CARtoons" and a copy of "Roadkill Bill" by Ken Avidor]

- o **Saviour - US\$100/EUR100/£60***
[includes a two-year magazine subscription, a copy of "CARtoons" and a copy of "End of the Road" by Wolfgang Zuckermann]

- o US\$15/EUR15* - Subscription Only: 1 Year

- o US\$26/EUR26* - Subscription Only: 2 Yrs.

- o _____ - Donator (Economic Liberty Rate)

- o I'm enclosing _____ for the following books or resources: _____

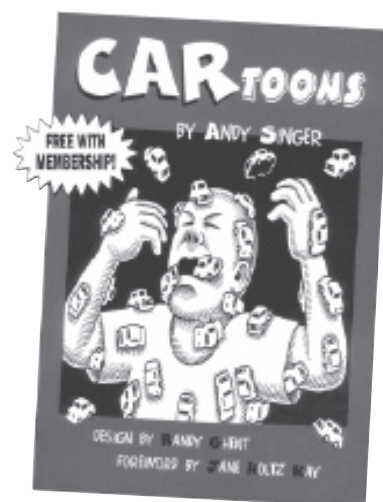
- o I want to receive your monthly e-mail bulletin, so here's my e-mail address (written clearly): _____

Name: _____

Address: _____

Signature: _____ Date: _____

* or the equivalent in AUD or GBP. Cheques: Car Busters accepts US, French, British and Australian cheques. Credit card payments can be made on the Car Busters web site. Other payment options are listed on p. 29.



ä Car Busters, Krátká 26, 100 00 Praha 10, Czech Republic - e-mail: carbusters@ecn.cz web site: www.carbusters.org

Announcements

Annonces • Anzeigen • Anuncios



Have something to announce? Send it in by the next deadline. It will cost you nothing and may make you famous.

So What Happened at the End of the Road Gathering?

From April 19-21 between 50 and 60 activists gathered in Nottingham, UK, to "build resistance to the new [British] roads programme and the corporate dominance it fuels" and to "provide a forum for those interested in a direct action response."

A good cross-section of activists attended, including old campaigners, Earth First!ers, protest camp participants and other interested people. For a lot of folk it was the first opportunity for them to start to get their head round the tack the government is taking with the new schemes. Information on schemes is being gathered and there was enthusiasm for actions and sites; this has to be judged by what happens. A gathering report and a web site are being prepared. People went away with various tasks and interested parties plan to reconvene at the Earth First! gathering this summer.

- Nick Notts

<eco-action@wildthings.org.uk>

International Walk to School Day

This October 2 event gives children, parents, teachers and community leaders an opportunity to be part of a global effort celebrating the many benefits of walking. Last year nearly three million walkers from 21 countries walked to school together for various reasons—all hoping to create communities that are safe places to walk.

More info: <www.iwalktoschool.org>.

Bike Art Competition

For "On The Road," a bike-based correspondence art competition, artists are invited to submit work that explores any facet of bicycling or bike-based travel. Each postcard-sized work will be displayed at the Orlo gallery in Portland (Oregon, USA) in August, in celebration of Bike Summer.

Work must be received by July 29, no bigger than 21 cm x 13 cm, but you can use both sides of the "postcard." If you want your work returned, send a self-addressed stamped envelope. If your work is for sale, indicate the price and send a self-addressed stamped envelope. (Orlo keeps a 50 percent commission on sales.)

Send your thoughts and images on or in postcard form to Bike Correspondence Art, Orlo, P.O. Box 10342, Portland, OR 97296, USA. More information from <www.orlo.org> or <dirh@pdx.edu>.

CAR BUSTERS ANNOUNCEMENTS

Worldwide Contact Directory

We're compiling a soon-to-be-comprehensive directory of groups around the world working on transport issues. It will be available as an on-line searchable database, and eventually, in print form.

To help make this happen, please take a few minutes to register your group at <www.carbusters.org/directory>, and spread the word to other groups as well. By request, we will send you a paper version of the registration form by mail.

The directory will help us better fill our role as an information clearinghouse, connecting info seekers with info sources.

Two On-Line Discussion Fora

We've set up an on-line forum for sharing ideas, tactics and strategies for the upcoming World Car-Free Days 2002, two weeks of actions and events from September 13-27: <www.carbusters.org/phorum.htm>. And following upon our "Whatever Happened to the Great British Road Protests" article in Car Busters no. 13, we've set up a second forum to continue the discussion. Take a look, join the debate, and participate in shaping the future of the anti-road movement in Britain and elsewhere.

Autoholics Anonymous

We're developing a secular 12-step programme for self-professed car addicts, to be carried out during World Car-Free Days 2002. Participants will sign a Car-Free Pledge and take steps toward car-freedom throughout the two-week period, weaning themselves off the car—with the hope and intention of continuing car-free beyond the dates of the event.

Those with ideas and especially experience in substance abuse and self-help are encouraged to get in touch and help us shape this programme. Autoholics willing to test out the programme are of course encouraged to step forward.

Car Busters Monthly Bulletin

Some of you readers may not be aware that, in addition to the magazine, Car Busters produces a monthly e-mail bulletin.

You can view the current bulletin and the archive at <www.carbusters.org>, where you can also sign up to automatically receive the bulletin each month in either English, French, Czech or Esperanto.

If you'd like to eventually receive the bulletin in Spanish or German, sign up now to let us know; we will start those versions once we have mustered up sufficient interest (from you as well as from ourselves).

CONFERENCES

Fifth Intl. Ecocity Conference

The bi-annual conference of the ecocity movement (see page 12) will be held in Shenzhen, China, from August 19-23.

More info: <www.icsu-scope.org.cn/english_version/ecoscape.htm>.

ProBike/ProWalk 2002

The 12th International Conference on Bicycling and Walking, also known as ProBike/ProWalk 2002, will be held in St. Paul, Minnesota, USA, from Sept. 3-6.

"The programme will reflect the growing broad base of interest in and support for walking and bicycling as key elements of livable communities. Don't miss this opportunity to share important ideas and information for making our communities more bicycle-friendly and walkable."

More info: <www.bikewalk.org>.

"Automobility"

Academic Wank-a-thon

Conference to be hosted by the Centre for Social Theory & Technology at Keele University, UK, from Sept. 8-10:

"Automobiles, their production, consumption and semiology [whatever that means; we looked it up and still don't get it. - ed.], have vexed and intrigued theorists, governments, businesses, unions, protesters and activists from their inception in the late 19th century to the present day. As a figure of the contemporary landscape, the automobile coalesces the dominant concerns and themes of modernity, whether it be the rationalised, automated production line of Henry Ford, or the seemingly insatiable appetite for speed and movement that is its counterpoint. As undoubtedly important as the automobile is, the aim of this conference is to look beyond the car itself to consider the basic conception of automobility that underlies it."

More info: <t.wood@mngt.keele.ac.uk>.

Making Cities Livable

To be held in Alpbach/Salzburg, Austria, from September 15-19, organised by the International Making Cities Livable Council:

"Our goal to strengthen community by creating viable public places for social life in our cities will reduce anonymity and increase grassroots democracy. Our goal to rebuild a compact, mixed-use physical fabric will strengthen neighbourhoods and create 'Cities of Short Distances' where commuting by foot, bicycle and public transportation becomes possible, thus reducing oil consumption and dependence on Middle Eastern oil."

More info: <www.livablecities.org>.



13-27 Sept 02

13-27

15 Days to End
The Auto Age

